

1962

SOUVENIR

PIONEER

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SASK

WESTERN
DEVELOPMENT MUSEUM





The project known as the Western Development Museum was conceived some fourteen years ago for the purpose of collecting, preserving and restoring the implements, tools and way of life of the prairie homesteader of Western Canada. The period covered centres principally on prairie life during the first quarter of this century. This embraces the day of the free homesteads, the oxen, sod shacks, the steam and gas threshing outfits in what is often referred to as the horse and buggy days. This distinctive phase of history will never be seen again the world over.

Headquarters of the Museum is at Saskatoon, where the administrative and reconditioning work is done. Thriving branches are at North Battleford and Yorkton. At all three centres the exhibits are housed in former Air Force hangars and are easily accessible on provincial highways. Battleford and Yorkton are open during the summer months with Saskatoon open the year round, Sundays and statutory holidays included. The Museum is administered by a Board of Directors set up by the provincial government and is financed by grants, by paid admissions, by private donations and with financial assistance from the cities in which they are located.

Most spectacular of the displays are the giant steamers, of which there are over 125; the grain separators; and the large tractor plows. The gas tractor collection is said to be unequalled the world over while the antique autos, dating back to 1898, have a universal appeal. Most interesting is the fact that all engines and autos on display are in actual operating order.

The horse drawn equipment display comprises almost everything from the Red River Cart to the fanciest surreys and buggies. The ladies are not forgotten in the displays of parlor, dining room, kitchen and crafts room. Write the Curators for further information.



The story of the Museum Pion-Era show is like the story of Topsy, "It just growed". Away back during the summer of 1954 the Jubilee Committee set up by the Provincial Government of Saskatchewan was exploring ways and means of celebrating the Fiftieth Anniversary of the founding of the province. What could be more fitting, they surmised, than to have the Western Development Museums used as focal points for the old pioneers to visit as they returned to the province they had helped to build in the days when the West was young.

The city of Saskatoon envisaged a week long celebration in 1955 with the Museum providing the morning and evening entertainment. This was a new departure for the Museum and it was thought advisable to make a trial run of a small pioneer show in the fall of 1954. It was a primitive little affair taking about 30 people to stage, where it now takes 300. The first show had two horses while the 1960 show had 200. Although a leap in the dark the '54 show was an unqualified success.

To anyone enquiring as to just what is Pion-Era the best answer is the written comment of an Oregon visitor: "It is a World's Fair in itself". It is, first and foremost, an exhibit of pioneer life on the prairies. It is staged for one full week, usually the first week in July on the Museum grounds and at such times the exhibits come to life as the clock is turned back to the vivid and colorful past.

The threshing demonstrations start with the flail and end with the combine and in similar vein the story of the plow starts with a team of oxen and winds up with a giant steamer pulling a 14-bottom plow. There are horse drawn rigs of every description; there are Indians in colorful costume to say nothing of the antique autos. Bread is baked in the outdoor clay ovens while in the hangar the Women's Auxiliary perform household tasks as in grandmother's time. It's a fabulous show.



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Indians



Contrary to popular belief there were never millions of Indians on our Canadian prairies. They were not even here by the hundred thousands. Palliser in 1860 put the number of Indians at 27,450. Ten years later Sir William Butler in his book, *The Great Lone Land*, estimated the Indians on our prairies as being 16,700 in number.

In a general way it can be said that the Assiniboines ranged to the east; the Crees to the north; the Blackfoot to the west and the Sioux—the dreaded Tigers of the Plains, to the south. Of these the Blackfoot Confederacy, consisting of the Blackfoot, the Bloods, the Piegan and Sarcees lived along the Foothills of the Rockies.

The Crees again were divided into three groups. There were the Plains Crees on the plains, the Swampy Crees living around the rivers and lakes of the north and the Woody Crees living in the wooded areas. These Indians were often referred to as Swampies or Woodies. It was the Crees who intermixed and married with the voyageurs, traders and Hudson's Bay men. From these oftentimes happy unions came stalwart men and lovely and beautiful women.

The Indians from Dundurn who have always played a prominent part in the Pion-Era shows are not Cree as the Museum Curator first supposed. Harry Littlecrow was quick to explain they are Sioux but are not to be confused with Sioux who came over the Medicine Line with Sitting Bull after the Custer Massacre of 1876. Those Sioux were Teton and Uncapapa while the Dundurn Indians are Wahpeton. Their story is as follows:

In the 1860's the Sioux in Minnesota were being crowded off the territory they had occupied for years by the incoming white settlers. Starving and hungry, dispossessed from their hunting grounds, cheated out of money that was rightfully theirs, they finally rose in revolt in what is known as the Minnesota Massacres of 1862.

The Sioux uprising that followed was, if not the last, at least the worst in North American history. Within one month a hundred U.S.A. soldiers were dead and a thousand white settlers had been massacred under circumstances too revolting for the printed page. Neither babes in arms or women or children were spared—it was Indian warfare at its savage worst. When the fighting and butchery was finally over 300 Sioux were condemned to death though President Lincoln commuted the death sentences on all except 38. These were hanged in a mass execution on a gigantic scaffold Dec. 26, 1862, at Fort Snelling.

Some of the Sioux fled west, taking part in the Custer Massacre 14 years later. Some retreated over the Line into Canada claiming they had been loyal to the British Crown in 1776 and in 1812. Hungry and homeless they wandered around between Turtle Mountain and the Cypress Hills until White Cap's band located in the Moose Woods at Dundurn. This Reserve is a model Indian Agency in our West.

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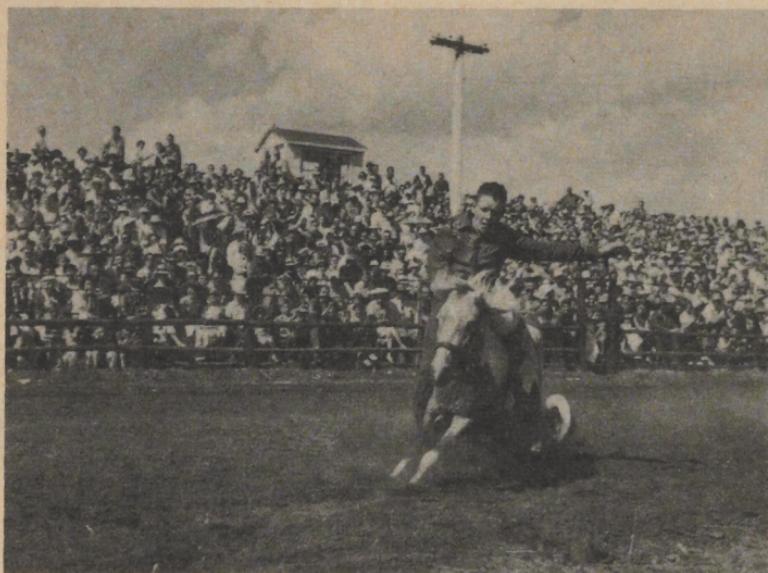
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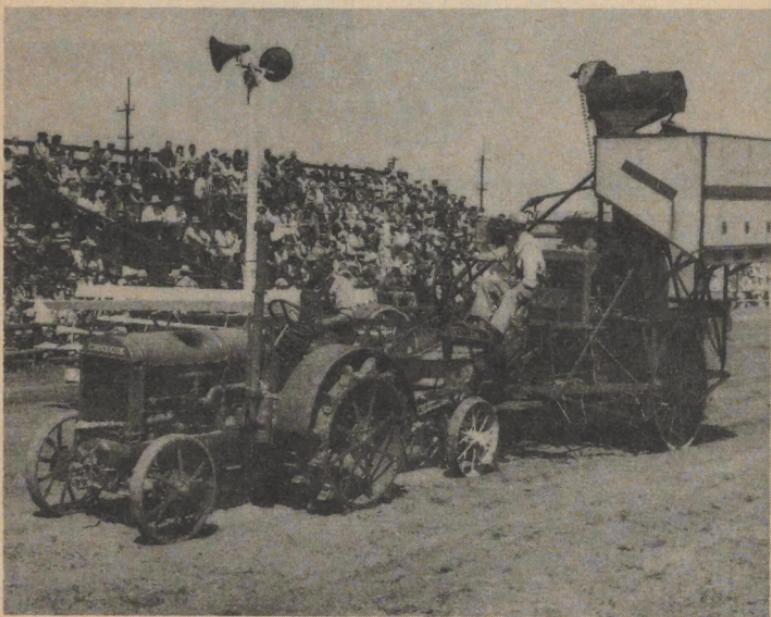
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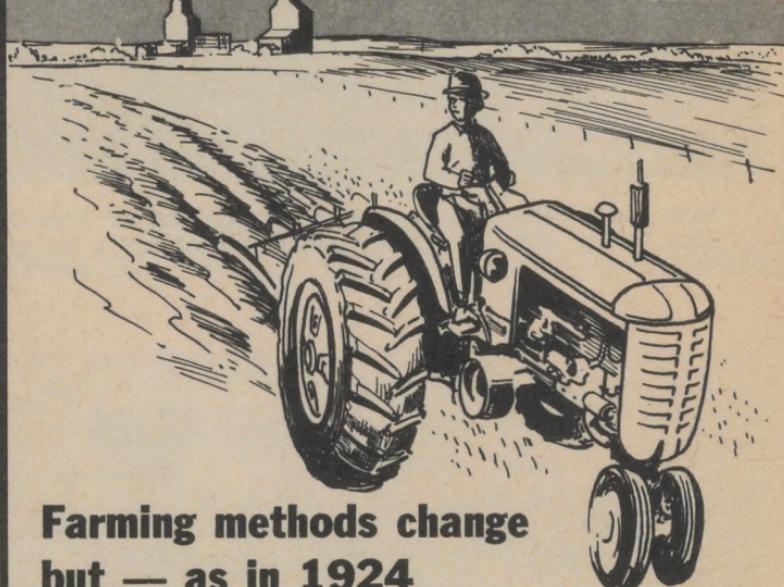


Just one of the many exciting attractions at Pion-Era . . . this lad is attempting to keep his seat on a bucking bronco.



An old time McCormick-Deering rig chugs its way in the daily parade.

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A PEOPLE FIGHT FOR JUSTICE

The western Canadian plains have been singularly free from armed strife with the solitary exception of the Riel Rebellion of 1885. The causes were not far to seek. The Metis or half-breed people had left the Red River Settlement for the Saskatchewan River lands lying to the south of Prince Albert and what is now the Saskatoon country.

As squatters on the river banks they viewed with alarm the white surveyors crossing the lands on which they were living with no assurance they would be allowed to remain. A new society with bewildering ways of life was rolling over them and they stood, as brave men have before, on their lands, rifle in hand ready to assert their resistance to a world in which they no longer belonged.

There is little doubt that their inspired leader, Louis Riel, believed that a show of armed resistance would convince the Ottawa government of the justice of their cause. This surmise proved vain and after the engagements of Cut Knife Hill and Fish Creek the Metis, though ably led by Gabriel Dumont, surrendered to General Middleton's forces at the Battle of Batoche.

Louis Riel gave himself up and died on the gallows at Regina on November 16—many believe more as a patriot than as a rebel. His lieutenant, Gabriel Dumont, fled on horseback to Montana. Later he joined Buffalo Bill's Wild West Circus playing at Madison Square Gardens along with Annie Oakley and other frontier characters. Granted amnesty he returned to Batoche and is buried in the churchyard there.

The Rectory, built in 1883 is now a historic Museum while the Roman Catholic Church around which the battle raged is still in use. Today the settlement shows little sign of the days when cannons roared and bullets whined in the Battle of Batoche.

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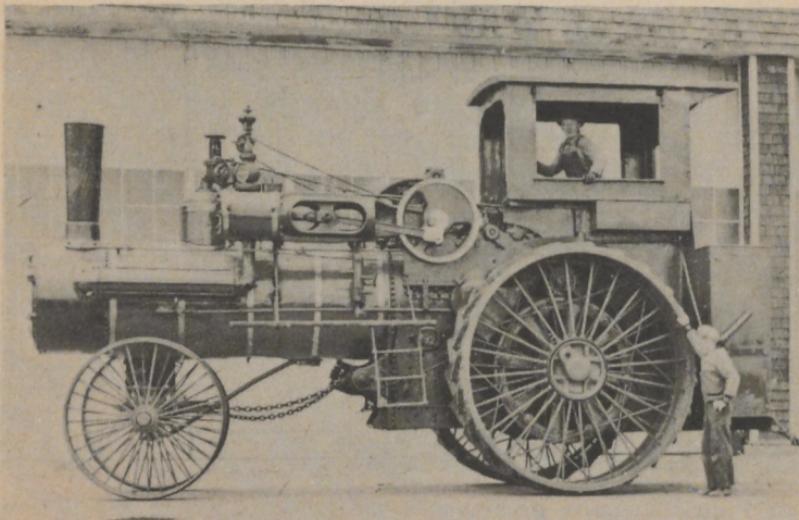


Steamers

The story of power on the farm—of man's unending search for mechanical slaves to do his work—parallels the story of civilization itself. In this age-long story the first steam engines made their appearance on the plains of North America in the late 1850's.

At first these were small portable engines that had to be pulled from farm to farm by horses or oxen. At a later date they were fitted with traction gears and a steering wheel and from about 1880, for almost forty years, the steam engine ruled the harvest fields until displaced by the gas tractor.

The next step was to hitch these huge monsters to large plow units and steamers of up to 25 tons in weight pulled as many as 20 plows in the field. Like a tale that is told these have vanished from the scene and are now found only in Museums and the yards of hobbyists.



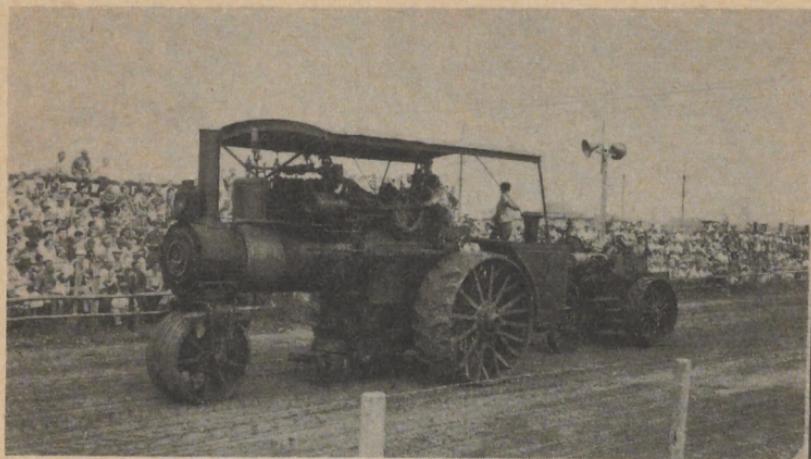
32-110 J. I. Case steamer. This engine was purchased new in 1911 by the Hon. George Langley, Minister of Municipal Affairs in the Walter Scott Government. At threshing time this engine could thresh up to 4200 bushels of wheat in a day or 1000 bus. of oats an hour. 35 to 40 acres would be an average day's plowing. A colorful figure in the Legislature George Langley is remembered as an honored pioneer.



Phoenix "Centiped" Log Hauler. These engines were used in the Carrot River country by lumber companies and could haul enormous loads on iced roads. Up to 30 of the giant logging sleighs fourteen feet in width could be pulled by these engines equal to an entire train load of lumber. In actual practice sleighs were used in front . . . a cool job for the steering man at forty below zero.



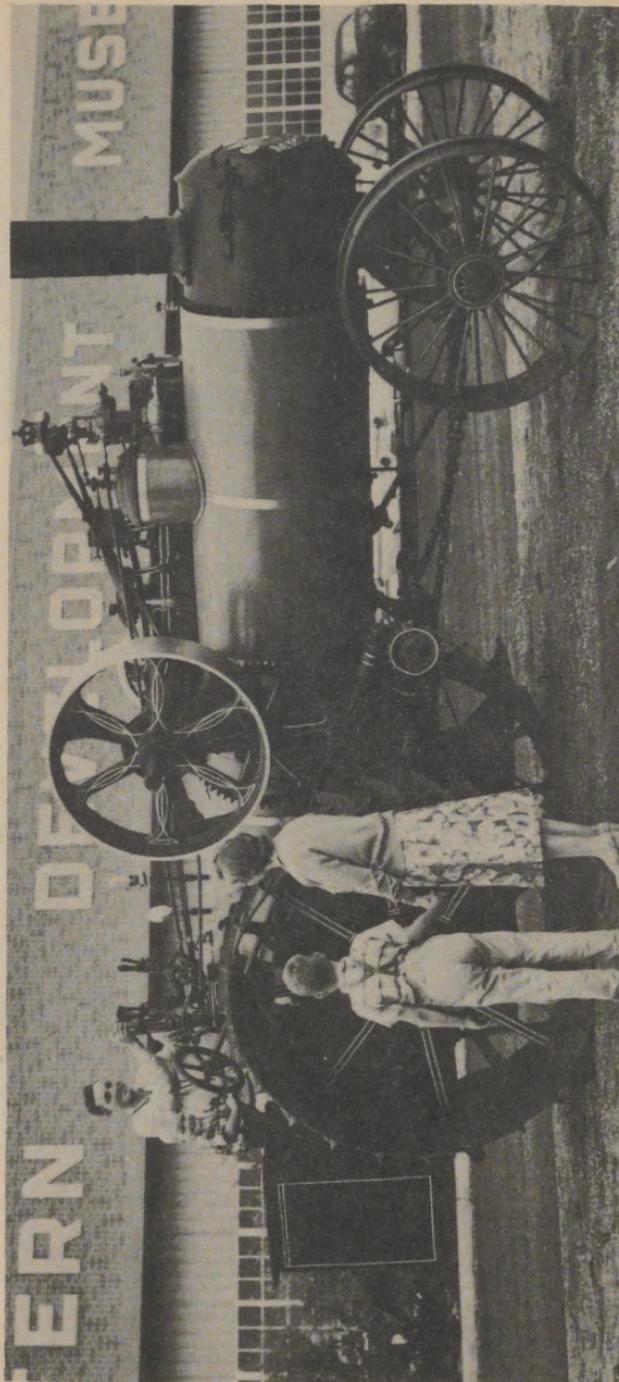
Prairie Pioneers in Action is the Pion-Era slogan and here is an old time steamer doing exactly that. This Grand Old Lady of the Fleet as she is alluded to around the Museum was built in 1912. Engines such as these could pull a 12-bottom plow with ease at $2\frac{1}{2}$ miles an hour plowing over forty acres of virgin prairie in a dawn to dark day of around 18 hours. Weighing over 38,000 pounds this engine was provided with drive wheels 24 inches wide with 12 inch extension rims giving a total width of three feet—excellent in soft ground.



This "Cock-O'-the-North 32-120 American Abel weighing over 25 tons in working order is the heaviest engine in the Museum. Sold new in 1911 it plowed and threshed at Estevan until 1929. The last owners were the Porcupine Lumber Company of Pelly who used it until 1949. When received at the Museum the steering gearing had all gone but was rebuilt by the Museum mechanics who take such jobs in their stride.



All engines on display in the Museum have been restored to operating order and are taken out as part of the Pion-Era show. This picture shows the start of the steamer parade and the front engine is not running backward—it is a return flue Minneapolis. It is owned by Merrill Erickson of Saskatoon who reconditioned it as a hobby and for display at the Museum. Steamers were provided with spark arresters as a fire prevention measure around barns and fields and the centre engine has its spark arrester raised for better draft.



The Western Development Museum is a happy hunting ground for photographers both professional and amateur. Here a proud visiting Dad is at the controls of an old-time steamer while young Ricky grasps the steering wheel with Mom and big brother looking admiringly on. Note the worm gear steering with heavy chains to front axle also fly wheel for driving the huge grain separator. This engine was donated to the Museum by the Scharf Bros. of Leney who homesteaded there in 1907. The Scharf Bros. used steam engines for a full 30 years starting in 1908. With a previous engine they broke some 7000 acres of raw prairie. Truly it can be said of these boys they were indeed "sodbusters". This engine was rated at 25 horse power on the draw bar and 75 on the belt.

PRICES OF WHEAT

Record of the Chicago Market for 29 years No. 2 Spring Wheat

Months the lowest prices were reached Range for the Months the highest prices were reached entire year Prices were reached Yrs.

1858	February	.....	\$ .53	a .97	August
1859	July and Aug.	.....	.50	a 1.15	May
1860	December	.....	.66	a 1.13	April
1861	June and July	.....	.55	a 1.55	May
1862	January	.....	.64	a .92½	August
1863	August	.....	.80	a 1.15	October
1864	March	.....	1.07	a 2.26	June
1865	December	.....	.85	a 1.25	January
1866	February	.....	.78	a 2.03	November
1867	August	.....	.55	a 2.85	May
1868	November	.....	1.04½	a 2.20	July
1869	December	.....	.76½	a 1.47	August
1870	April	.....	.73¼	a 1.31¼	July
1871	August	.....	.99½	a 1.32	Feb., April and Sept.
1872	November	.....	1.01	a 1.61	August
1873	September	.....	.89	a 1.46	July
1874	October	.....	.81½	a 1.28	April
1875	February	.....	.83¼	a 1.30½	August
1876	July	.....	.83	a 1.26¾	December
1877	August	.....	1.01½	a 1.76½	May
1878	December	.....	.77	a 1.14	April
1879	January	.....	.81½	a 1.32½	December
1880	August	.....	.86½	a 1.32	January
1881	January	.....	.95¾	a 1.43¼	October
1882	December	.....	.91½	a 1.40	April and May
1883	October	.....	.90	a 1.13½	June
1884	December	.....	.69½	a .96	February
1885	March	.....	.73¾	a .91¾	April
1886	October	.....	.70 ¼	a .85	January

AGES OF ANIMALS, BIRDS AND FISH

Elephant 100 years and upward, Rhinoceros 20, Camel 100, Lion 25 to 70, Tiger, Leopards, Jaguars and Hyenas (in confinement) about 25 years, Beaver 50 years, Deer 20, Wolf 20, Fox 14 to 16, Llamas 15, Chamois 25, Monkeys and Baboons 16 to 18 years, Hare 8, Squirrel 7, Rabbit 7, Swine 25, Stag under 50, Horse 30, Ass 30, Sheep under 10, Cow 20, Ox 30, Swans, Parrots and Ravens 200, Eagle 100, Geese 80. Hens and Pigeons 10 to 16, Hawks 36 to 40, Cranes 24, Blackbird 10 to 12, Peacock 20, Pelican 40 to 50, Thrush 8 to 10, Wren 2 to 3, Nightingale 15, Blackcap 15, Linnet 14 to 23, Goldfinch 20 to 24, Redbreast 10 to 12, Skylark 10 to 30, Titlark 5 to 6, Chaffinch 20 to 24, Starling 10 to 12, Carp 70 to 150, Pike 30 to 40, Salmon 16, Codfish 14 to 17, Eel 10, Crocodile 100, Tortoise 100 to 200, Whale estimated 1,000, Queen bees live 4 years, Drones 4 months, Working Bees 6 months.

Epitaph on a Scolding Wife by her Husband, Here my poor Bridget's Corpse doth lie, she is at rest, — and so am I.

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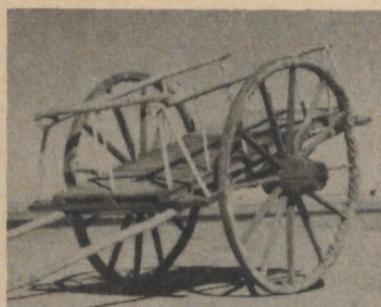
Horse Drawn

In this day and age we take wheels for granted although a little consideration discloses that the story of the wheel is the story of civilization. With wheels a man can multiply the work of his arms, legs, back and even his brain. Many consider the invention of the wheel a significant step in man's progress.

A man can pick up a burden that weighs as much as he does but with a two wheeled cart or handtruck he can move four or five times his own weight. With the wheel men no longer had to transport goods on their backs or on the backs of their women.

The first wheels were no doubt solid sections of tree trunks and although the American Indian was ingenious in many ways he did not discover the wheel. It was the French and the Scot who brought the idea of the wheel to Western Canada and embodied its principles in that Argosy of the Plains—the Red River Cart. Until the advent of the steam railroad travel over-land was limited to the pace of running horses and the stage coaches of England and the continent were a highly organized business.

Even as late as 25 years ago the horse drawn vehicle was still in demand today, the last stand of horse drawn vehicles in the cities and towns of Western Canada is the bread and milk delivery wagon and its days appear to be numbered. The Museum invites visitors to examine its display of horse drawn vehicles, said to be most complete in North America, and to reflect and consider how closely the wheel has gone hand in hand with the march of mankind.



HORSE DRAWN

The original Red River Carts were made by Lord Selkirk's settlers at Winnipeg and no metal at all was used in their construction. Buffalo hide was used for tires and 900 lbs. was a fair load.

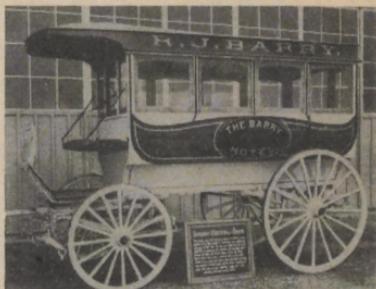
VERIGEN COACH



This fancy driving coach was formerly owned by Peter Verigen, leader of the Doukhobor sect in Canada from 1902 until his death in 1924. Known as a "Rockaway" the coach has blue plush lined seats with bevelled plate glass windows. With a flashy team of greys this made an impressive spectacle as Peter "The Lordly" was driven by.

BARRY HOTEL BUS

These busses, used by hotels, were the forerunners of the modern taxicab. This one was built in 1913 for R. J. Barry and cost \$1200. On meeting the trains the bus driver would shout the name of his hotel—its rates and perhaps the humidity, whether wet or dry, while soliciting patronage for his particular hotel.



SURREY

This folding top surrey was donated by the Motherwell family of Abernethy. Formerly owned by the late Dr. Motherwell it represents one of the classic fancy driving rigs of the horse and buggy days.

JEWISH HEARSE

This elegant example of a Jewish burial hearse was donated by the Jewish Community of Saskatoon. Made by the Landa Carriage Works at Saskatoon in 1908 it was used by the Jewish people for their exclusive burial rites until 1940.





IN 1892

a lady in Piapot bought a stove from the Wrought Iron Company for \$86.00. To show how sturdy and serviceable this handsome appliance was, the salesman first dumped the stove on the ground and then handed the customer a sledge hammer, promising her a free stove if she could break any one of the lids. This stove, an up-to-date model, was described as "cold, rolled steel, especially adapted for settlers."

STOVES HAVE CHANGED

but they still occupy the same place of importance in our kitchens - much as the flour we use is still just as important to our baking. Many homemakers are rediscovering the delicious, old-fashioned flavor that once made Grandma's baking the talk of the town - with CO-OP flour! Try CO-OP flour the next time you bake - and see what a little old-fashioned flavor can do for modern recipes!





Some of the early hotels in Saskatchewan were pretty flimsy and consequently very cold in winter. In fact, one bitter morning a commercial traveller was observed running across the street with a water pitcher in his hand, in an effort to catch his train. He wasn't trying to steal hotel property but had put his false teeth in the jug overnight and they had frozen in solid—the only thing to do was to take the whole works with him.

Another night when the temperature read 40 below zero a traveller shivered in his bed until he could stand it no longer and went downstairs to warm up at the stove. A farmer, wearing a huge buffalo coat, his whiskers encrusted with icicles, had just driven in by sleigh and was also trying to get warm. The traveller took one horrified look at him and said in an incredulous voice, "My God, man, what room did you have last night?"

Then, of course, there are the Chinook winds. Once a man froz his feet when driving his sleigh while a squaw in the back kept wiping her eyes from the dust kicked up by the rear runners. Or there was that sudden freeze in 1899. The frogs around a certain slough all jumped in at once but left their legs sticking out above the ice. A homesteader living nearby got out his mower and mowed himself ten sacks of frogs legs which he lived on all winter. And they say the easiest way to catch jack rabbits in the winter is to put a lantern near a feed stack. Rabbits will come around and start looking at the lighted lantern until their eyes run water, and in no time at all they are anchored to the ground by two icicles; all you need to do is knock them over with a stick.

Hotel regulations at Kamoose's hotel Fort Mcleod 1882.
 "Boots and spurs must be removed before going to bed. Every known fluid except water, for sale at the bar. Special rates to Gospel grinders and the gambling profession. Towels changed weekly. Insect powder for sale at the bar. Rooms are sixty cents a night—with rat traps seventy-five. All guests are requested to rise at six a.m. as the sheets are needed for tablecloths. Baths furnished free down at the river. Bathers must provide their own soap and towels. To attract the waiter's attention, shoot a hole through the door panel: two shots for ice; three for a deck of cards."

Extract from the Calgary Eye-Opener, published by Bob Edwards about 1908.

"It is whispered around that Mlle. Leta de Longue and Mlle. Bernice Palmerre, the latter of whom is expected down from her chateau near Edmonton, will both appear on the race track during our Dominion Fair dressed in directoire gowns. If you don't know what a directoire gown is like, just ask the nearest policeman."

"Maud de Vere of Drumheller arrived in the city Wednesday afternoon and was run out of town the same evening. It is a pity Miss de Vere is not a race horse. She is very fast."

"The many friends of Hiram McCluskey will learn with pleasure that he is now tapered off down to two drinks per hour. Mr. McCluskey's iron constitution has stood him in good stead during this, his hour of affliction."

With a straight face, but tongue in cheek, the Museum's curator tells of a Christmas tree school concert, a big yearly event in the pioneer days. At this particular one he recalls the supper coffee was unusually strong. As the boiler was nearly empty they discovered what looked like two sacks of coffee in the boiler instead of one. But when they reached the bottom, one sack turned out to be a man's winter cap with fur-lined ear bands, thoroughly boiled in the process of coffee-making. Needless to say all this was kept very quiet—in fact people commented on how extra good the coffee was. "If you question the truth of this story," says Mr. Museum, "contact Ed Friese of Liberty, who went home that night with a scarf tied over his head in place of his boiled cap."

Keep your eyes wide before marriage, half shut afterwards.
 He that falls in love with himself, will have no rivals.
 Blessed is he that expects nothing, for he shall never be disappointed.
 When a man and woman die, as poets sung,
 His heart's the last part to move, — her last, the tongue.



After 30 Years

WE HAVE MOVED

TO

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SLAVA BOHU

At the turn of the century Western Canada was a melting pot of all nations and among the many interesting groups from overseas were the Doukhobors. It was the Quakers in England and Count Tolstoi who obtained permission from the Empress of Russia for the Doukhobors to emigrate to Canada. The first party of 2,000 men, women and children arrived at Yorkton in the fall of 1899 after enduring 28 days of suffering and sea sickness crowded together on a converted cattle boat.

The following spring, with all able-bodied men away working on the railroad grades, the women started to spade up ground for their gardens. It was slow work when, all at once, one of the women recalled the days in Caucasis when virgin girls were hitched to a plow at midnight to plow a furrow around the village to keep the cholera out. The thought then came to them to plow a community garden in the same way.

The idea took hold and soon the plows were biting into the prairie, each pulled by 24 women with one of the old men holding the plow handles. They tied sticks onto the long rope, twelve poplar sticks placed at intervals, which allowed two women to grasp a stick—one on each side of the rope.

So wives and young girls hitched to the plows turned over the prairie sod. Sometimes they walked in time to their own melancholy singing, their heads wet with sweat. Later on, when the gardens were growing, the old men, wives and girls built wooden fences around them to keep the cattle out. These were the plots on the prairie that "our sisters plowed like horses". For further information on the Doukhobor people see Jim Wright's classic story "Slava Bohu" (Praise God).

Household

Few of us today stop to consider the tremendous progress made in household conveniences in the last forty, or even the last thirty years. The washing of clothes had always been a back breaking and tedious chore. Then the scrub board was replaced by the hand power washing machines and now by automatic washers and driers.

The care of the coal oil lamp was another taxing and uninviting task. Wicks had to be trimmed, containers kept filled with coal oil and there was the ever present danger of fire. Ironing too has made a tremendous advance but perhaps the greatest relief of all was when the coal and wood stove was lugged out the door.

These old time chores that demanded so much of the housewife's attention are on display at all the Western Development Museums and at Pion-Era the Women of the Auxiliary prepare the rooms and, dressed in old time costume, perform household activities by hand just as in grandmother's day and age. Such activities are both interesting and educational and draw large crowds of young and old.



Shown behind Mrs. Denholm (left) in the Museum parlor is a "whatnot" brought to Saskatoon by a Barr Colonist in 1903. Was purchased by a Saskatoon man for ten dollars, almost 60 years ago, and is now in the Museum parlor. Seated (right) is Barbara Phelps in a rocking chair inlaid with mother-of-pearl. Ten coats of varnish and paint were taken off this chair by Mrs. Giles who used finger nail polish remover to do so.



An extremely important part in the Museum activities is played by the Women's Auxiliary. Pictured here are four ladies dressed in old time costume as they appeared during the visit of Her Majesty Queen Elizabeth II and Prince Philip to the Museum July 22, 1959. The Auxiliary undertake the collecting and care of the period costumes and household equipment and classifying of the same.

The annual fall show and tea given by the ladies attracts a tremendous amount of attention. This year they featured the story of Time since the dawn of history. At Pion-Era all 75 members are on hand in pioneer costumes, demonstrating the home life and the household arts of grandmother's day and age. Shown in the picture is the old time gramaphone which really plays and a hard coal base burner heater.

BAKING BREAD

A day long demonstration of baking bread in the outdoor clay ovens is featured by the Doukhobor Society of Saskatoon, during Pion-Era week. In 1960 they used 42 sacks of flour, \$68 worth of yeast cakes and 175 lbs. of butter. Eating an inch thick slice of this hot crusty bread right out of the oven with a big pat of real butter on it is a never to be forgotten experience for both young and old.



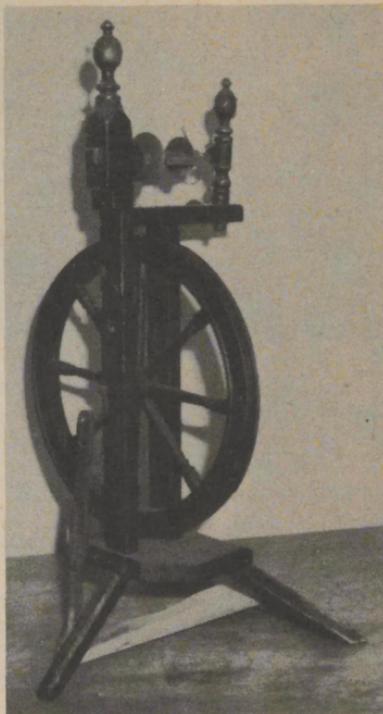
One of the tragic aspects of homestead life for the pioneer woman was the utter isolation. Often the nearest woman was two or three miles away, sometimes farther, visits were almost impossible if one had small children and the husband away. One English bride on being driven up to her husband's sod shack burst into tears. Another got so weary of looking at the endless miles of silent prairie stretching in front of her home she hung a colored table-cloth on the clothes line to sway in the wind and break the monotony. There were no radios, telephones, nor autos and only trails. But these fine women stuck it out. Eventually bachelors married and pioneer community life became a precious part of the pattern of homestead days.

This spinning wheel was made in Iceland in 1856 for the mother of Vilhjalmur Stefansson, the famed arctic explorer. It came to Canada with the first party of Icelanders who settled at Gimli, north of Winnipeg in 1877. Vilhjalmur was born at Gimli but when he was two years of age the family moved to North Dakota.

As a young man Vilhjalmur studied in North Dakota, then at Iowa State and later at Harvard. By that time he had become interested in Theology and had decided to go to Africa as a missionary. By a strange turn of fate he became intrigued with the Arctic and was offered a position with an expedition then forming. This was in 1906. He accepted the offer and from then on became a man of the North. His ideas and methods changed the attitude toward arctic exploration completely.

He claimed that in order to live and survive in the North of those days one must learn to live like the Eskimo and be able to subsist on an exclusive meat diet of seal and whale meat. He was successful in doing this and he was also the first white man to solve the mysteries of building a snow house or igloo and to live in comfort in one.

Meanwhile in Minnesota and Dakota a second generation of Icelanders was growing up and in need of living space. At that time, in 1903, the Wynyard and Elfros country was opening up in Saskatchewan and another migration of Icelandic people took place. Among those who



came north at that time were Stefansson's mother and brother Joe. Also in the group was the Johnson family.

There were four boys and eight girls in the Johnson family and in later years when Mrs. Stefansson became seriously ill it was Mrs. Johnson who nursed her. Before she passed on Mrs. Stefansson gave the little spinning wheel to her as a keepsake. One of the Johnson girls married Fred Davidson of Saskatoon and one Sunday Mr. Davidson with his wife and three other Johnson girls, now married and with families, brought the historic and much travelled spinning wheel to the Museum as a donation from the two families. Today it is considered as one of the most valued items on display.

Recipes



SCRIPTURE CAKE

Norman Jean Beck says: "Just before Christmas we always went over to Aunt Charlie's to help make her Scripture Cake. Aunt Charlie would put on her steel rimmed spectacles and look up the recipe in her dog-eared scribbler. The ingredients were listed as follows:

- 4½ cups of King, chapter 4 verse 22;
- 2 cups of Jeremiah 6:20;
- 1 cup Numbers 17:8
- 2 cups of Nahum 3:12;
- 6 cups of Jeremiah 17:11;
- 1 cup of Judges 4:19 (last clause);
- 1½ cups of Judges 5:25;
- 2 cups of Samuel, 21:12;
- 2 tbsp. 1 Samuel 14:25; Season with 11 Chron. 9:9;
- 1 pinch of Leviticus 2:13;
- 2 tsp. Amos 4:5.

We had two Bibles handy and my brother and I would hunt up in them—4½ cups of Kings, chapter 4, verse 22: 'And Solomon's provision for one day was 30 measures of fine FLOUR', we would yell. The recipe finished with the injunction to follow Solomon's prescription for making a good child. 'Beat it', we would yell with delight. This yearly event was a highlight for us all".—Quoted from The Western Producer.

Grandmother's Guess and by Gum Gingerbread.

"I always take some flour, just enough for the cake you want to make. I mix it up with some buttermilk, if I happen to have any around, just enough for the flour. Then I take some ginger; some like more, some like less. I put in a little salt and pearl ash and then tell one of my children to pour in molasses until I tell him to stop. Then the children bring in wood to build up a good fire and we have gingerbread for company".

CANADIAN GRANDPAS

- 2 cups of maple syrup
- 2 cups of water
- 2 cups of pastry flour
- 4 teaspoons of baking powder
- 2 tablespoons of shortening or butter
- ¾ cup of milk
- 1 teaspoon of salt

Mix the maple syrup and the water in a wide saucepan with a tight-fitting lid. Bring to boiling point. Sift and measure the flour, then sift again with the baking powder and the salt, cut in the shortening. Add the milk all at once, mix lightly and drop by spoonfuls into the boiling syrup. Cover the kettle and cook 20 minutes without removing the lid. Serve at once. (six servings).

TO MAKE A SCOTCH HAGGIS

Take the lights, heart and chitterlings of a calf, chop them very fine and a pound of chopped suet chopped fine; season with pepper and salt to your palate; mix in pound of flour, or oatmeal, roll it up and put it into a calf's bag and boil it; an hour and a half will do it. Some add a pint of good thick cream and put in a little beaten mace, clove or nutmeg; or all-spice is very good in it.

TO MAKE IT SWEET WITH FRUIT

Take the meat and suet as above, and flour with beaten mace, cloves and nutmeg to your palate, a pound of currants washed very clean, a pound of raisins stoned and chopped fine, half a pint of sack (wine) mix all well together, and boil it in the calf's bag two hours. You must carry it to table in the bag it is boiled in.

NEVER FAIL SOAP

Five pounds scraps of fat, pork rinds, beef suet, cracklings, drippings of any kind. One quart soft water, one can lye. Place in enamel kettle, stir with wooden paddle and bring to boil. Set back on stove where it will simmer constantly until all is completely dissolved—2 hours or more—stir occasionally. When all dissolved, set off stove; let stand overnight. When cold there will be a brown residue or jelly at the bottom. This must all be scraped off. Wash the kettle then place the top or soap back into it. Add one quart soft water, bring to boil, set back and allow to simmer till smooth and creamy. Should be honey colored. Pour into wooden mould and allow to set at room temperature. Then cut into bars and allow to dry.

TO MAKE BREAD SOUP FOR THE SICK

Take a quart of water, set it on the fire in a clean saucepan, and as much dry crust of bread cut to pieces as the top of a penny loaf. The drier the better, a bit of butter as big as a walnut; let it boil then beat it with a spoon and keep boiling it till the bread and water is well mixed; then season it with a very little salt, and it is a pretty thing for a weak stomach.

TO MAKE ARTIFICIAL ASSES-MILK

Take two ounces of pearl barley, two large spoonfuls of hartshorn shavings, ounce of eringo root, one ounce of China root, one ounce of preserved ginger, eighteen snails bruised with the shells, to be boiled in three quarts of water til it comes to three pints, then boil a pint of new milk, mix it with the rest, and put in two ounces of balsam of Tolu. Take a half pint in the morning and a half pint at night.

TO MAKE CHICKEN WATER

Take a rooster or large fowl, slay it, then bruise it with a hammer, and put it into a gallon of water with a crust of bread. Let it boil half away and strain it off.

TO SEASON AN EGG PIE

Boil twelve eggs hard and shred them with one pound of hard suet or marrow shred fine. Season them with a little cinnamon and nutmeg beat fine, one pound of currants clean washed and picked, two or three spoonfuls of cream and a little salt and sack wine and rose water mixed all together, and fill the pie. When it is baked, stir in half a pound of fresh butter and the juice of a lemon.

RECIPE — AGAINST THE PLAGUE

Take of rue, sage, mint, rosemary, wormwood, and lavender, a handful of each; infuse them together in a gallon of white wine vinegar, put the whole in a stone pot closely covered up, upon warm wood ashes for four days; after which draw off or strain through flannel the liquid and put it into bottles well corked; and into every quart bottle put a quarter of an ounce of camphire. With this preparation wash your mouth and rub your loins and temples every day; snuff a little up your nostrils when you go into the air, and carry about you a bit of sponge dipped in the same, in order to smell upon all occasions, especially when you are near any place or person that is infected. They write that four malefactors (who had during the course of the Plague) confessed as they stood on the gallows, that they had preserved themselves from the contagion by using the above medicine only and that they went the whole time from house to house without any fear of the distemper.

TO FRY EGGS ROUND AS BALLS

Having a deep frying pan, and three pints of clarified butter heat it as hot as for fritters and stir it with a stick till it runs round like a whirlpool; then break an egg in the middle, and turn it round with your stick, till it is as round as hard as a poached egg. The whirling of the butter will make it round as a ball, then take up with a slice, and put it in a dish before the fire, they will keep hot half an hour and yet be soft; so you may do as many as you please. You may serve these with what you please, nothing better than stewed spinach and garlic with orange.

A SURE AND CERTAIN CURE FOR THE BITE OF A MAD DOG

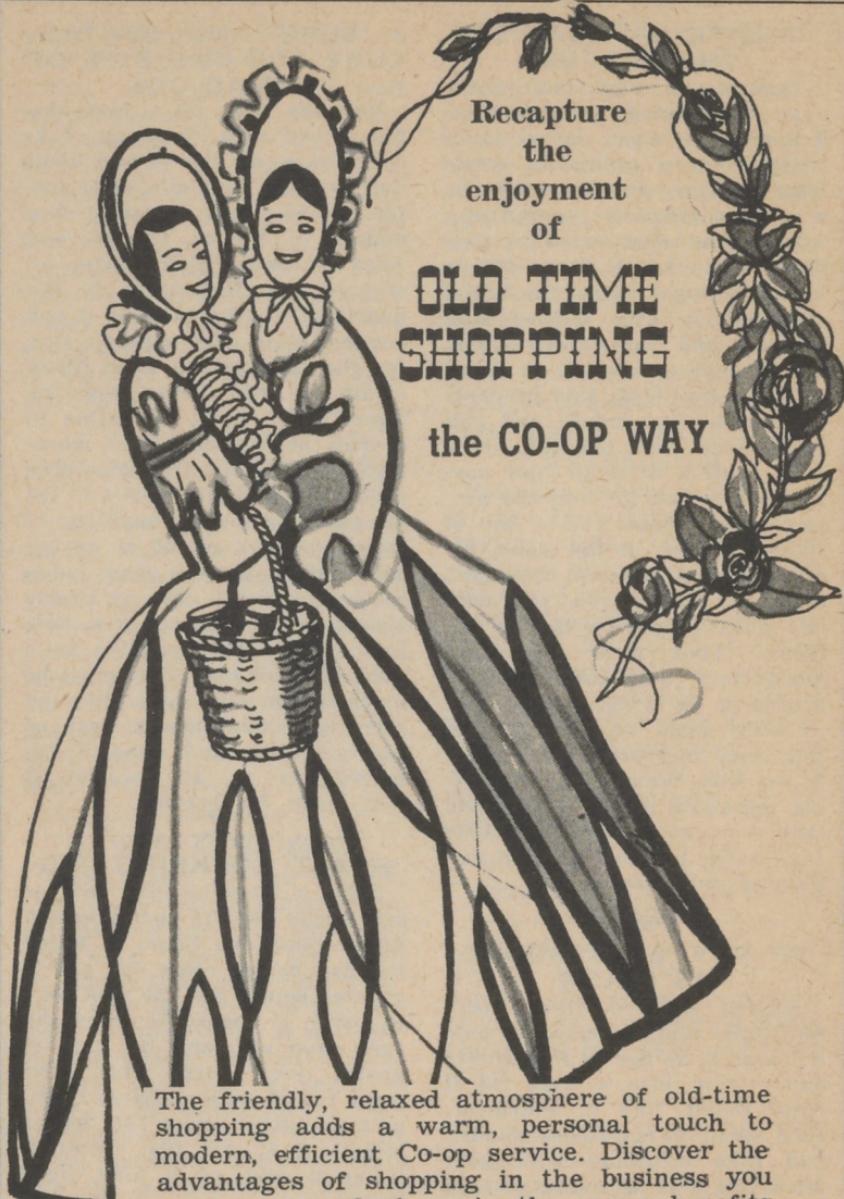
For the bite of a mad dog for either man or beast, take six ounces of rue picked clean and bruised; four ounces of garlic peeled and bruised; four ounces of Venice treacle, and four ounces of filed pewter or scraped tin. Boil these in two quarts of the best ale in a pan covered close over a gentle fire, for the space of an hour. Then strain the ingredients from the liquor. Give eight spoonfuls to a man or woman, three mornings after fasting. Eight or nine spoonfuls is sufficient for the strongest, a lesser quantity to those younger or of a weaker constitution, as you may judge of their strength. Ten or twelve spoonfuls for a horse or a bullock; three, four or five to a sheep, hog or dog. This must be given within nine days after the bite; it seldom fails in man or beast. If you bind some of the ingredients on the wound it will much the better.

ROAST SUCKLING PIG

Take a suckling pig five or six weeks old. If just recently killed roast one hour; if killed the day before roast one and a quarter hours. But the best way to judge if cooked is when the eyes drop out, and the skin is grown very hard; then you must rub it with a coarse cloth, with a good piece of butter rolled in it till the crackling is crisp and of a fine light brown.

A POWDER FOR THE HEART-BURN

Take white chalk six ounces; eyes and claws of crabs, of each an ounce; oil of nutmeg six drops; make them into fine powder. About a dram of this in a glass of cold water is a sure cure for heart-burn.



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Saskatoon Story



Saskatoon was founded in the early 1880's by a group of Toronto citizens, mostly of the Methodist faith, desirous of establishing a settlement where their young people would be away from the evils of strong drink. On August 20, 1882, the leader of the Temperance Colony, John Lake, was camped with his advance party on the hill now occupied by Nutana Collegiate.

Lake had been considering the Indian name of Minnetonka for the settlement but on the day in question an Indian came into the camp bearing in his hands a branch covered with luscious berries. Enquiring what the Indians called them he was told "Saskatoons" and in a burst of enthusiasm Lake rose to his feet and cried, "Arise, Saskatoon, Queen of the North".

The Colony flourished, securing a grant of nearly a quarter of a million acres from the Dominion Government at \$2.00 per acre. The young settlement survived the dangers of the Rebellion of 1885 and a milestone was reached when the railway reached the settlement in May 1890. Another turning point for the colony was the arrival of the Barr Colonists in 1903. It was estimated they spent over a quarter of a million dollars in what was then a frontier village of 300 souls.

In 1909 the city scored a spectacular success when the Saskatoon site was chosen over five other competing points for the University of Saskatchewan. The cornerstone for the College Building was laid by Sir Wilfrid Laurier in July 1910.

Since that time the city has gone on to greater heights. Known as the City of Bridges it has all the conveniences of much larger centres while still retaining the friendliness of our smaller country towns.

And so, as the South Saskatchewan River meanders along from its source in the Rockies 700 miles away, to its final course in the Arctic Ocean, the city will always remain the beloved "Show Window of the North".

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Real history is displayed in this historic sleigh made by the grandfather of John Diefenbaker in the Conestoga district of Ontario near Kitchener, about 80 years ago.

The Diefenbakers were wheelwrights and blacksmiths and it was in June 1957 that Kingsley Brown, a reporter on the staff of the Hamilton Spectator became intrigued with the idea of discovering one of the Diefenbaker wagons as a reminder of our Prime Minister's early family.

An intensive hunt failed to find a Diefenbaker wagon but did turn up a bob sleigh and box and, as positive proof, the Diefenbaker name was plainly lettered on it as the builder. The Young Progressive Conservative Association secured the item—had it repainted and in a ceremony on Capital Hill in Ottawa it was presented to the Prime Minister.

By this time five Museums had put in applications for the sleigh for display purposes, the Western Development Museum at Saskatoon being among them. Advised by his brother Elmer, who resides in Saskatoon, the Prime Minister decided to donate the sleigh to the Saskatoon Museum.

A short time later George Le Beau, the Museum representative, visited the Prime Minister in his private railway car and received the deed assigning the sleigh to the Museum free of any incumbrances for all time. A short time later the sleigh and box arrived by freight and are now regarded as among the top exhibits at the Museum. This is but one example of the work the Museum is engaged in, preserving the family heirlooms of our early pioneers.

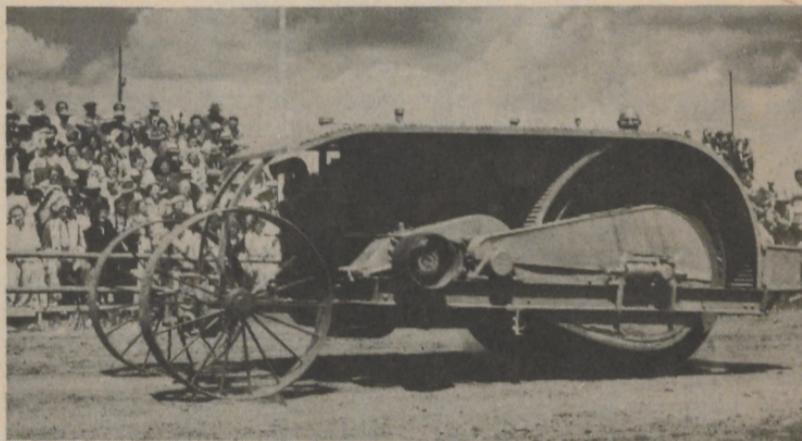
Gas Era

The gasoline tractor first appeared on the farms at about the turn of the century and in sixty years has completely revolutionized farm practices the world over. The Museum graphically portrays the birth pangs of the internal combustion farm tractor.

The early manufacturers were all pulling different ways with machines driven by one, two, three or four wheels and powered with from one to six or more cylinders. Some of the machines on exhibit have eight foot drive wheels and for fuel anything went from gunpowder, turpentine, water, whisky, powdered coal and of course gasoline.

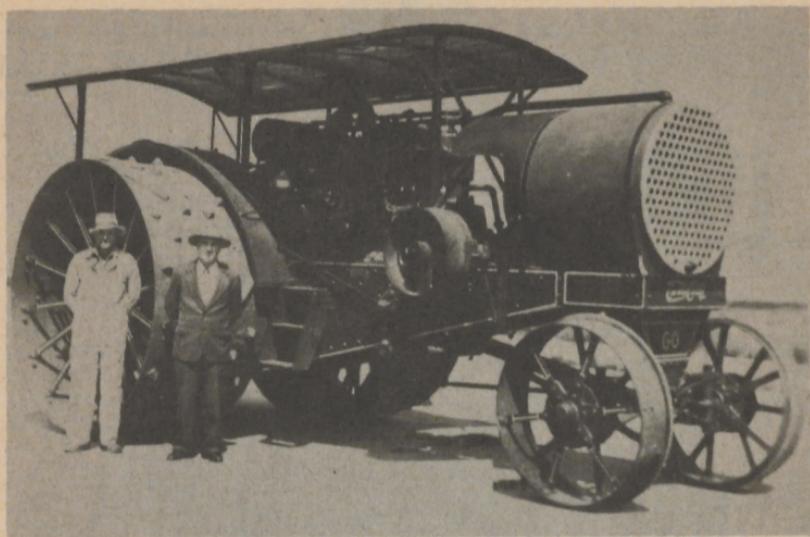
Many of these early gas tractors were difficult to start, hard to keep going and uncomfortable to ride but the farm boy of the 1920's took them in his stride. A significant advance was made in the 1930's when the farm tractor was put on rubber. Another forward step was the use of diesel power.

Other features followed such as the power take off and equipment for front and rear end loading and hoisting. The modern farm tractor is a movable power plant on wheels and is a living tribute to those who wrestled with the early machines to bring them to the perfection embraced in the farm tractor today.

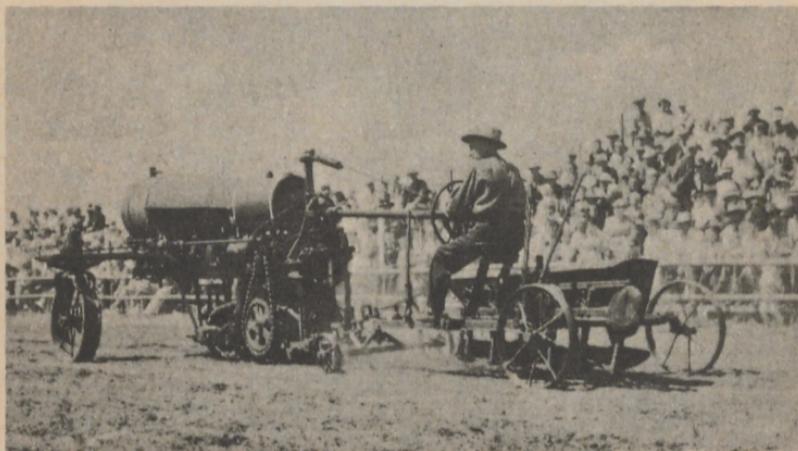


GRAY DRUM DRIVE

A good example of the unusual types of tractor brought out in the 1920's is this Gray Drum Drive gas engine. This machine has one rear drive wheel five feet in width and was advertised as making less imprint on the ground than a man's foot. While a nice running tractor it was hard to steer and soon followed the fate of other strange types for the more conventional models.



60-90 Twin City gas. Sold new in South Dakota in 1919. Said to be the largest gasoline tractor on wheels to be sold at that date. The first spring it operated, pulling a 12 furrow plow in sod, on the Fort Berthold Reservation, it plowed for 28 days and nights stopping only long enough to re-fuel and to change plow shares. This tractor is on display at the Yorkton Museum.



Bates Steel Mule 15-30. Donated by Frank Appleby a 1911 homesteader at Pinkham and now of Saskatoon. This strange looking machine is a 3 plow size, costing \$1375 new in 1917. Had an unfortunate habit of upsetting for little or no reason. Required a team of horses with spare water, gas and oil on hand after rolling over. Mr. Appleby finally weakened, gave up, and presented it to the Museum.

1907 55 YEARS 1962



Saskatoon
Humboldt
North Battleford
Prince Albert
Tisdale
Yorkton
Rosetown
Melfort
Assiniboia

Regina
Moose Jaw
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Implements

Of the Four Horsemen of the Apocalypse—War, Famine, Pestilence and Death—who have ridden roughshod over humanity since the beginning of time, the most dreaded and feared through the ages was famine.

Famines are mentioned in the Scriptures but here today in our favoured land of plenty it is difficult to realize that hunger and want are daily companions to more than half the people on our globe. Why are we so fortunately situated? The answer is the high production per worker on our farms. In 1828 it took 46 man hours of back breaking toil to harvest one acre of crop while today, with a modern combine, an acre can be harvested in fifteen minutes.

It is difficult for us to realize today that for thousands of years, from Biblical times until 1825, that the flail was the only means of threshing grain or that the hand broadcasting of seed was the only method of sowing until a little over one hundred years ago. The great advance in the plow did not occur until 1837 when blacksmiths fitted broken saw blades to the moldboards. The story of farm implements and their evolution could be called "Fifty Dark Centuries" or "Victory over Famine" and the Museum portrays only the later stages of the story.



FLAILING GRAIN

The flail lives vividly in pastoral literature. It consisted of a light handle to which a somewhat heavier and shorter stick, known as the swingle, was tied by a tough thong and the best material for this purpose was eel skins. Flailing was usually done in the winter on a loft floor and a man could thresh out about ten bushels of rye in a day. For this labor he received the tenth bushel, worth about 75 cents.



GROUND HOG

About 1825 the Ground Hog Thresher came out and so superior was it to the flail that farmers thought they had the threshing proposition licked. It was simply a spiked cylinder turned by two men. The grain all fell under the machine and had to be winnowed on windy days but the age long reign of the flail had been broken.



TREAD POWER

By the 1830's a shaking straw rack and fan had been added to the ground hog and in 1837 a patent was taken out on a machine which combined into one the idea of the ground hog and fanning mill. To operate this machine the tread power came into use. By this means horses walked on an inclined travelling platform and the grain thresher was evolved.



EIGHT HORSE SWEEP

As the primitive threshers became larger and more attachments were added the horse power sweep came into extremely wide use. By this means 8 to 12 or more horses turned a set of gears attached to a tumbling rod and separators of quite large capacity were built. As soon as teams became accustomed to the din the driving lines were tied up and a proud farm boy on the centre platform kept them all working evenly.

Pion-Era Sidelights

ALL AROUND THE GROUNDS — ALL DAY,
EVERY DAY

Pasovitz's Pony Ride	Old Timers' Association— Tent and Headquarters
Allan's Stage Coach Ride	C.N.R. Locomotive
Merry-Go-Round	Machinery Family Circle
Ferris Wheels	Blacksmith Shop
Midway Games	Harness Shop
Kiddies' Rides	Mule Merry-Go-Round
Bingo	Bucking Barrell
Indian Village	Dog Wheel
Horseshoes and Outdoor Checkers	Golden Gate Animal Park —Kiddies' Train —Pony Ride
Doukhobor Bread Ovens	Food Concessions

In the Museum

Wild Life Exhibit	Knights of the Road of Yesteryear
Pioneer Homemaking	Council of Crippled Children and Adults— General Store
Daily Stage Show at 4 o'clock	Museum Exhibits
Pioneer School Room	Check Room
Old Time Saloon	Rest Area
Pioneer Printing Press	
Walter Murray I.O.D.E. Tea Room	

Grandstand Program

MONDAY TO SATURDAY

1962

AFTERNOON —

1:30 Tuesday, July 3—official opening of Pion-Era, 1962, by the Honorable I. C. Nollet, Sask. Minister of Agriculture and presentation of Pioneer of the Year Awards.

1:30 Daily Parade—"The Museum Comes to Life."
Six Horse Driving Demonstrations
Indian Show
Trick Riders
"Cousin Clem"
Stooking Competition
Pony Chariot Racing
Threshing Demonstration
World's Championship Threshing Contest

EVENING —

7:00 23 Wing Band, R.C.A.F. Auxiliary
F/O J. H. Schoen, Bandmaster

7:30 Pony Chuckwagon Racing

8:00 Stars of Country Hoe Down
Gordie Tapp, M.C.
"Cousin Clem"
Hames Sisters
Tommy Common
Al Cherney

Around the Grounds

A.M.

- 10:00 Gates Open
- 10:00 Museum Open
Exhibits on Display
See the Pioneer Homemakers in action (listed under Women's Aux. Pion-Era Program)

P.M.

- 1:00 Kiddies Land in Action
- 1:30 Afternoon Grandstand Programme
- 2:00 Steam Circle in Action
- 2:00 Gas Circle—Boot Strap Demonstration
- 3:00 Horse Activities—Demonstrations, etc.
- 4:00 Setting up Daily Finals
- 4:00 Organized Demonstration with Commentary
 - Steam Circle
 - Gas Circle
 - Lumbering Circle
- 4:00 Ladies Stage Programme in the Museum
- 6:00 Supper
- 7:00 Evening Grandstand Show
- 7:30 Circles in Action
 - Steam Circle
 - Gas Circle
 - Lumbering Circle
 - Horse, Gymkana and Demonstration
- 9:00 Visit Indian Camp for entertainment at a Pow Wow—
Indian Songs and Dances

ADDED PROGRAM FOR SATURDAY EVENING ONLY

P.M.

- 7:00 Regular Grandstand Performance
- 7:00 Award Ceremonies at the Grandstand
Setting up awards
Presentation of Historama Awards
- 8:00 Junior Rodeo in the Horse Circle
- 10:00 Monster Indian Pow Wow in front of Grandstand
- 11:45 Draw for Car Award
Draw for Pioneer of Year Boat Award, in front of
Grandstand

In the Museum: Women's Auxiliary Pion-Era Program

Monday	Pioneer Home	Craft Exhibit Program
10 a.m. -12	Wash day in the kitchen, 1920 style	Craft Activities
1-2 p.m.	Sewing and Mending	
3 p.m.	Music and Singing in the Parlor	
4 p.m.	On the Stage	"This Land of Ours"
Tuesday		
10 a.m. -12	Ironing and Baking	Craft Activities
1-2 p.m.		
3 p.m.	Music and Singing in the Parlor	
4 p.m.	On the Stage	"Family Album"
Wednesday		
10 a.m. -12	Churning	Craft Activities
1-2 p.m.		
3 p.m.	Music and Singing in the Parlor	
4 p.m.	On the Stage	"This Land of Ours"
Thursday		
10 a.m. -12	Soap Making	Craft Activities
1-2 p.m.		
3 p.m.	Music and Singing in the Parlor	
4 p.m.	On the Stage	"Variety Show" Kitchen Band Glee Club Skits
Friday		
10 a.m. -12	Preparation of Mat- erial for Rag Carpet	Craft Activities
1-2 p.m.		
3 p.m.	Music and Singing in the Parlor	
4 p.m.	On the Stage	"Family Album"
Saturday		
10 a.m. -12	Sunday Preparations	Craft Activities
1-2 p.m.		
3 p.m.	Music and Singing in the Parlor	
4 p.m.	On the Stage	"Variety Show" Kitchen Band Glee Club Skits

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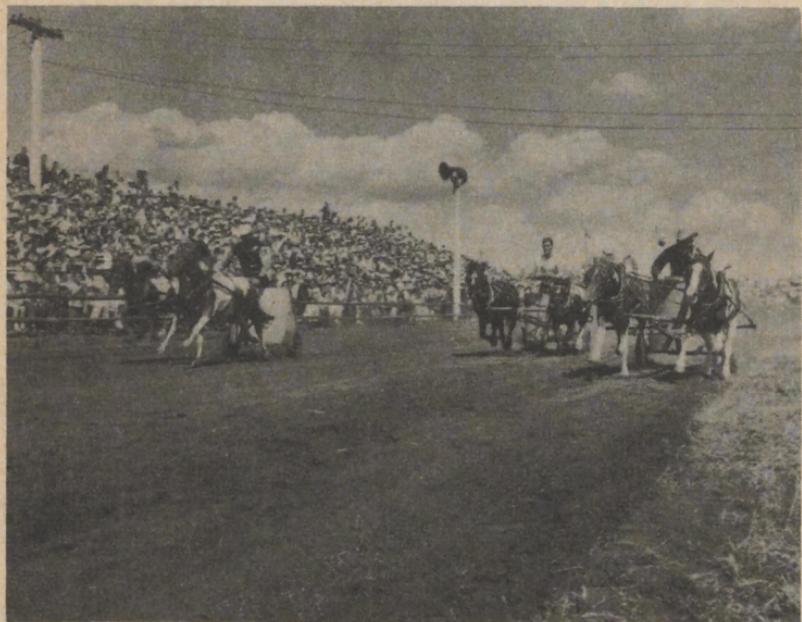
"Trade" has changed its meaning. In days gone by native Indians and H B C men "traded" in the old sense. Now, our new downtown department store symbolizes "retail trade" in Saskatoon . . . modern, always at our customers' service, looking to the future.

Hudson's Bay Company.

INCORPORATED 271 MAY 1670.



The Western Development Museum building. Pictured in front are the famous steam calliope and an old time steamer.



Sparked with thrills and spills the Chariot Races, at Pion-Era each year, are a favorite with the audience.

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Oldtime Tales

The half-breed settlers of the Red River Settlement depended to a great extent for meat and other supplies on the spring and fall buffalo hunts. By 1840 these expeditions were highly organized and such a hunt comprised 1200 Red River Carts over 600 hunters, 1000 women, children and horses and 500 oxen.

The company would elect a captain and enforce strict rules. Anyone breaking them would have his coat or saddle and bridle cut up or in extreme cases was publicly flogged.

The expedition would often travel twenty days west-ward before sighting buffalo. At the given signal from the captain the hunters would charge on horseback into an unsuspecting herd, firing at the choicest animals. With a swift horse an experienced hunter could kill up to 8 or 10 animals in one heat. Needless to say, in the dust and confusion thrills and spills were many.

The women and children would then skin the carcasses for making pemmican and dried meat. Such a journey could result in over 600 tons of trimmed meat being brought back to the settlement, a large portion of which was taken in trade by the Hudson's Bay Company at 5 cents a pound.

It has been estimated that at the peak of their existence about seventy million buffalo roamed the plains of North America. Early travellers tell of driving through buffalo for three days before the end of the herd was sighted. Some of the islands in the Missouri River were created when, in their spring and fall migrations, buffalo would crash through the ice piling up in hundreds. Brush and silt would collect on the carcasses forming an island which diverted the river to a new channel. In the late 1880's with the disappearance of the buffalo, a big business was done in the shipping of buffalo bones for fertilizer, the Santa Fee hauled out the equivalent of thirty million buffalo carcasses in 5 or 6 years.

Possibly some of the ladies are wondering how the large threshing gangs of up to 25 hungry men were fed. In many cases the farm wife had to do the cooking and a terrific task it was for the men worked from dawn to dusk. However, some of the threshing outfits had cook cars and sleeping cabooses like the ones on the Museum ground. Here, Mrs. Penner of Saskatoon, one of the few remaining cook car ladies, tells how it was done.

"My cook car was about 20 feet long and 10 feet wide. There was a large old-fashioned coal burning stove in one corner with a work table for my use. One long table ran down the centre with benches along each side for the men. I had a folding bed in one corner which I pulled down at night.

"I usually had my alarm clock set for 3:45 a.m. I would get up; light the fire in the stove; set the water on for porridge and coffee and go back to bed for a few minutes. It could get pretty chilly in the cook car in the late fall. Breakfast would be on the dot of five. It consisted of porridge, bacon and eggs and coffee with jam or syrup and hot biscuits. As soon as the men were out, I would begin preparations for a 11 o'clock dinner and could those men eat! I would send out a lunch of sandwiches and cookies at 4 p.m. and the men would be back for the evening supper at seven or seven thirty. Then I would get the dishes out of the way and get to bed about ten o'clock. It was a busy time but I got in 48 days in the fall of 1926 which brought in quite a bit of money in those days.

The red coats of the mounted police have more behind them than the red color. When the original North West Mounted Police were being organized it was suggested that they be dressed in the red uniform associated with the Royal Grenadier Guards—the soldiers of the Great White Mother.

This also distinguished them from the blue of the United States Cavalry—the feared and hated Long Knives. At one time a highly placed officer of the mounted police was confronted by a band of Indians who were on the point of shooting under the impression the police were U.S. cavalry from across the line. The situation was so tense and explosive that the mounted police Indian interpreter reached over and ripped open the police officer's buffalo coat, exposing the red uniform. Thus assured, the Indians calmed down immediately.

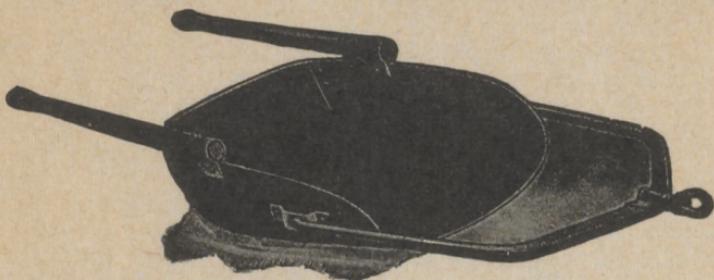
CURIOSITIES OF THE BIBLE

The Bible contains 3,566,480 letters, 773,746 words, 31,173 verses, 1,189 chapters and 66 books. The word AND occurs 46,277 times. The word LORD occurs 1,855 times. The word REVEREND occurs but once, which is in the 9th verse of the 111th Psalm. The middle verse is the 8th verse of the 118th Psalm. The 21st verse of the 7th chapter of Ezra contains all the letters of the alphabet, except the letter J. The longest verse is the 9th verse of the 8th chapter of Esther. The shortest verse is the 35th verse of the 11th chapter of St. John. There are no words or names of more than six syllables.

“52 YEARS”

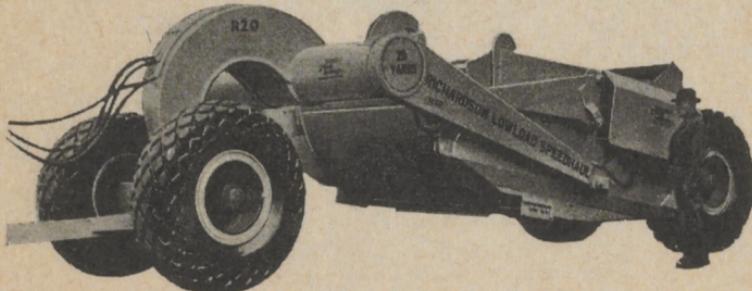
as a

Saskatchewan Industrial Pioneer



Remember These?

Most all Pioneers will know the “Slip Scraper” and recall its many uses in the past, operated by hand with a team of horses supplying the power the Scraper then handled 7 cubic feet of heaped dirt, during our 52 years of progress note the advance to a modern dirt moving hydraulic operated machine such as below.



Richardson Lowload Scraper

20 and 23 yard heaped capacity, Hydraulic, the first large Scraper to be built in Canada.

1910 - 1962

Richardson Road Machinery Co. Ltd.

Head Office and Factory: Saskatoon, Sask.

Branch Factory: Edmonton, Alberta

RICHARDSON-FENWICK ROAD EQUIPMENT LTD, Regina, Sask.
CRUICKSHANK-RICHARDSON EQUIPMENT LTD., Calgary, Alta.



Ah, young Love . . .

It was probably a day in June of 1890, filled with sunshine and the song of a thousand birds, when this young couple entered the church and bravely took the plunge. With hope and faith in the future they set out for the West, seeking the great gifts this new country could offer.



Time passes . . .

. . . ten years to be exact—and not to be outdone they made their contribution to the population boom of the 1900's. Life seems to have been good to them but, the West, Land of Opportunity, may have held a great deal more than expected.

*Aye... we've a service
worth Blowin' about*

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Now you can carry all the
Property Insurance you really
need with the benefit of reduced
3 year rates and the privilege of
equal annual installments.

No more Big Lump-Sum
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A RAILROAD IS SURVEYED

Among the unsung heroes of our early west were the railroad and land surveyors. Lacking every convenience, in fair weather or foul, in summer's heat or winter's cold, they staked out land for the railroads and settlers, often hundreds of miles ahead of civilization. The building of a transcontinental railway within ten years was one of the main conditions under which British Columbia entered Confederation in 1871.

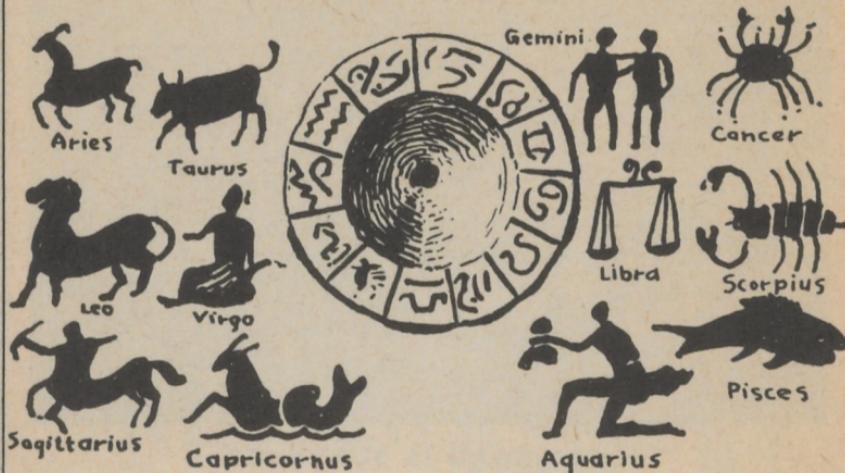
A preliminary railroad survey had been made in 1864 by Sir John Rae, famed arctic explorer and discoverer of the remains of the ill-fated Sir John Franklin expedition. However, it remained for Sandford Fleming to make an intensive exploration through the Rockies in 1872. With him went the Rev. George Grant as secretary whose findings are recorded in his authoritative book *Ocean to Ocean*.

The first transcontinental surveys were laid through what was known as the Fertile Belt via Fort Edmonton, Jasper and the Yellowhead Pass. This route was later abandoned for the southern or present route of the CPR which had much to recommend it.

By dint of superhuman efforts the CPR had their main line in operation from Winnipeg to Brandon in 1881. The next year, in 1882, the almost unbelievable total of 374 miles, from Brandon to Swift Current, were put into operation.

The photograph shown was taken at one of the Sandford Fleming camps in the Battleford area in 1872. It shows the buffalo hide teepee, the Red River Carts with the North Saskatchewan River in the background. Surely the surveyors were the pioneers of pioneers.

Signs of the Zodiac



AQUARIUS

Abbr.: "Acq". Sign: Water Boy.

Controls the legs. Belongs to those born Jan. 20-Feb. 18. Ruling Planet, Uranus; Birthstone, Garnet; Color, Mixed.



PISCES

Abbr.: "Psc". Sign: Fish. Controls the feet. Belongs to those born Feb. 19-Mar. 20. Ruling Planet, Neptune; Birthstone, Amethyst; Color, Marine.



ARIES

Abbr.: "Ari". Sign: Lamb. Belongs to those born Mar. 21-Apr. 19. Ruling Planet Mars; Birthstone, Jasper or Bloodstone; Color, Red.



TAURUS

Abbr.: "Tau". Sign: Bull. Controls the throat and neck. Belongs to those born Apr. 20-May 20. Ruling Planet Venus; Birthstone, Diamond or Sapphire; Color, Blue.

**GEMINI**

Abbr.: "G'M". Sign: Twins. Controls shoulders, lungs, arms, hands, and the nervous system. Belongs to those born May 21-June 20. Ruling Planet, Mercury; Birthstone, Emerald; Color, Light Grey.

**CANCER**

Abbr.: "NC". Sign: Crab. Controls breast and stomach. Belongs to those born June 21-July 22. Ruling Planet, Moon; Birthstone, Agate; Color, Green.

**LEO**

Abbr.: "Leo". Sign: Lion. Controls the heart. Belongs to those born July 23-Aug. 22. Ruling Planet, Sun; Birthstone, Turquoise; Color, Sky-blue.

**VIRGO**

Abbr.: "Vir". Sign: Virgin. Controls the lower intestines. Belongs to those born Aug. 23-Sept. 22. Ruling Planet, Mercury; Birthstone, Carnelian; Colors, Grey and Blue.

**LIBRA**

Abbr.: "Lib". Sign: Scales. Controls the loins. Belongs to those born Sept. 23-Oct 22. Ruling Planet, Venus; Birthstone, Chrysolite; Color, Crimson.



SCORPIO

Abbr.: "Sco". Sign: Scorpion. Controls the generative organs. Belong to those born Oct. 23-Nov. 22. Ruling Planet, Mars; Birthstone, Beryl; Color, Dark Red.

**SAGITTARIUS**

Abbr.: "Sgr". Sign: Archer. Controls the thighs. Belongs to those born Nov. 23-Dec. 21. Ruling Planet, Jupiter; Birthstone, Topaz; Color, Purple.

**CAPRICORNUS**

Abbr.: "Cap". Sign: Goat. Controls the knees. Belongs to those born Dec. 22-Jan. 19. Ruling Planet, Saturn; Birthstone, Ruby; Color, Brown.



PION-ERA PROGRAM

July 2nd to July 7th

ADD A STAY
AT THE PARK
TOWN MOTOR
HOTEL TO YOUR
PION-ERA
PROGRAM

Located in Downtown
Saskatoon

PARK TOWN

MOTOR HOTEL



SASKATCHEWAN'S FINEST
MOTOR HOTEL
ACCOMMODATION

924 Spadina Crescent E.
SASKATOON

Phone 244-5564

A WOMAN'S CHANCES TO MARRY

- ¼ of 1 percent, from 50 to 56 years of age.
- ¾ of 1 percent from 45 to 50 years of age.
- 2½ percent, from 40 to 45 years of age.
- 3¾ percent, from 35 to 40 years of age.
- 15½ percent, from 30 to 35 years of age.
- 18 percent, from 25 to 30 years of age.
- 52 percent, from 20 to 25 years of age.
- 14½ percent, from 15 to 20 years of age.

HOW TO PRESERVE EGGS

To each pailful of water, add two pints of fresh, slackened lime and one pint of common salt; mix well. Fill your barrel half full of this fluid, put your eggs down in it any time after June, and they will keep two years.

DATES OF FIRST OCCURRENCES

- Post offices were first established in 1464.
- Printed musical notes were first used in 1473.
- The first watches were made in Nuremberg in 1476.
- Jergens set the spinning wheel in motion in 1530.
- The first modern needle came into use in 1545.
- The first attempt to manufacture pins in this country was made soon after the war of 1812.
- The first sewing machine was patented by Elias Howe, Jr., in 1846.
- The first steel pen was made in 1830.
- The first envelopes were used in 1839.
- The first lucifer match was made in 1829.
- The first wheeled carriages were used in France in 1559.
- Kerosene was first used for lighting purposes in 1826.

NOTES OF INTEREST

Blondin walked a tight rope over the Falls of Niagara, June 30, 1859.

Jumbo, the famous elephant was bought from a wandering band of Arabs—according to Sir Samuel Baker, when four years of age. He was then brought to the Jardin des Plantes, Paris and from there was transferred to London Zoological Gardens in 1866 and remained there until purchased by Barnum, Bailey and Hutchinson, in 1882. Was killed by a locomotive at Ontario, Canada in 1885.

In 1889, telephonic communications had been held between Chicago and New York, with not overwhelming success.

★ ★ *

Run into heaven barefooted and bareheaded rather than miss it on account of anything in the world.

HOW TO REMOVE RUST

If you immerse the articles in kerosene oil and let them remain for some time, the rust will become so much loosened as to come off very easy.

HOW TO WASH SILVERWARE

Never use a particle of soap on your silverware, as it dulls the lustre giving the article more the appearance of pewter than silver. When it wants cleaning, rub with a piece of soft leather and prepared chalk, the latter made into a kind of paste with pure water, for the reason that water not pure might contain gritty particles.

HOW TO PRESERVE MEAT

Farmers or others living at a distance from butchers can keep fresh meat very nicely for a week or two, by putting it into sour milk, or buttermilk, placing it in a cool cellar. The bone or fat need not be removed. Rinse well when used.

ORIGIN OF FAMILIAR SONGS

The Campbells Are Comin' is a very old Scottish air. Copies of it date back to 1620.

One Bumper at Parting is one of the best known of Moore's convivial songs. The tune was called **Moll Roe in the Morning**.

Come, Landlord, Fill the Flowing Bowl dates from the time of Shakespeare. It appears in one of Fletcher's plays.

Cheer, Boys, Cheer, was the work of Charles Mackay, the music being by Henry Russell. It was the outcome of an evening of conviviality in 1843.

Drink to Me Only With Thine Eyes is from a poem entitled "The Forest," by Ben Jonson. The air is an adaptation from one of Mozart's opera melodies.

Allan Water is by Matthew Gregory Lewis, better known in literature as Monk Lewis, whose weird tales were the fashion when Scott was young.

What Are the Wild Waves Saying? a duet once immensely popular, was suggested to Dr. Joseph Edwards Carpenter by the conversation in "Dombey and Son."

Rule, Britannia, is usually credited to James Thompson. It first appeared in a play, "Alfred," by Thompson and Mallet, in 1740. The air was by Dr. Thomas Arne.

The Wearing of the Green exists in several forms and versions. The best known one was written by Dion Boucicault, the dramatist. It is sung by Shaun the Post, in "Arrah na Pogue."

Scots Wha Hae was by Burns. The tune is an old March, **Hey Tuttie Tattie**, that is said to have animated Bruce's men at Bannockburn.

A Life on the Ocean Wave was the work of Epes Sargent, an American poet. The idea came to him in a high wind blowing from the sea as he walked on the Battery in New York. The music is by Henry Russell.

The Last Rose of Summer, one of Patti's favorites, is by Thomas Moore. The melody, an ancient Irish tune, was once known as **The Groves of Blarney**.



Old Fashioned
GOODNESS
with a modern label

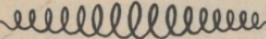
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BRAND

MADE IN
SASKATCHEWAN

**QUALITY
MEAT PRODUCTS**

INTERCONTINENTAL PACKERS LIMITED
SASKATOON REGINA

The very best in fresh meat and meat products



Always colorful, the Pion-Era Indians lead the daily parade.

Autos

The story of the automobile in North America bridges the long history from the day of the covered wagon to its modern counterpart the auto trailer. Approximately 2200 different makes of cars were once manufactured in Canada and the United States. That number has now dwindled to a few of the large corporations many of them once connected with names and makes that are now nothing more than milestones along the historic road of automobile progress.

Sixty years ago at the turn of the century the automobile was as strange an apparition as the bearded lady in the circus. In point of fact Barnum and Bailey gave the Duryea motor wagon of 1896 top billing over the rest of their freaks. "Git a horse" was the salutation the auto driver received in those far off days and men like Ford, Olds, Duryea and the Stanley brothers were regarded as cranks in a passing fad that couldn't possibly last.

Aside from mechanical difficulties and troubles the early motorist had the human element to contend with. The police refused to let Henry Ford operate his car in 1896 at more than five miles an hour and when he stopped his car he chained it to a lamp post so some bystander would not try to operate it. A little reflection will show how far we have come since then. But no matter how strange and wonderful the cars of the future may be they will still owe their existence to the crackpots and the tinkerers—the men who worked, the painstaking engineers and the drivers, who slouched through mud and ruts confident they were the pioneers of the coming motor age.

CADILLAC AT RAILWAY CROSSING

This 1905 Cadillac Touring Car was donated by Mrs. N. D. Myrick of Davidson, Sask. and was used by the family in the early days. Its one cylinder motor is located under the front seat and is cranked at the side. Has 2 speed planetary transmission, chain drive and spur gear differential. The original cost was \$950 F.O.B. Detroit and gas was shipped in from Moose Jaw at sixty-five cents a gallon.



ELECTRIC CAR



RUSSELL TOURING CAR

Built by the Canada Cycle and Motor Co., well known bicycle builders who were among the very few Canadian car manufacturers. Has all wood body construction with carbide tank at side which generated gas for headlights. Original owner was Fred Green of Boharm, an early secretary of the Saskatchewan Grain Growers Association.

This Rauch and Lang electric car was built new in 1911 and cost \$4,250 at Saskatoon, the purchaser being F. A. Blain. Required 80 volts of wet battery to operate it and with original batteries in new condition could travel 70 miles on a charge. The shiny spotless electric was the perfect vehicle of fashion—no crank to turn; no rumbles, rattles or terrifying explosions; no gasoline fumes, oil or grease.



STANLEY STEAMER CAR

This 1908 Stanley Steam Carriage is the oldest car on exhibit at the Museum. The car has a 2 cylinder motor fired by gasoline under pressure. The fire tube boiler carries 250 pounds of steam pressure.



I.H.C. AUTO WAGON

1910 I.H.C. Auto Wagon. These 2 cylinder chain drive auto wagons were the forerunners of the modern high speed line of I.H.C. farm trucks. The drive is by chain and motor is cranked at the side. It was sold either water or air cooled and the tank in front is the gas tank. Note how far the farm truck has progressed in fifty years of engineering research and manufacture to today's slick models.



FORD A

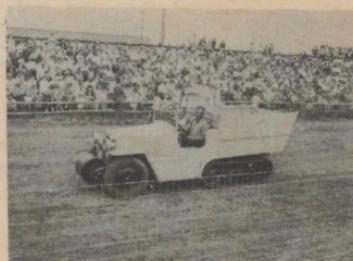
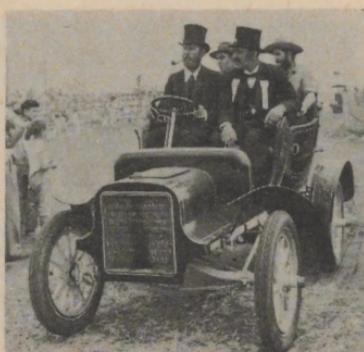
This 1903 model A Ford was Henry Ford's first venture into the commercial field. Only 650 of this model were built and they sold for \$800 at Detroit. This car has a two cylinder motor, chain drive with planetary clutch and gear box. It had a 72 inch wheel base and weighed 1,000 pounds. This is the ORIGINAL model A Ford.

**PEERLESS**

Peerless "Six" Limousine. This custom built Peerless was a special order car for the wife of Senator Lougheed at Calgary in 1910 but delivery was not taken. Represented one of the largest and most expensive passenger cars to be built at that date. Has six cylinder motor with dual ignition. It is in excellent running order. The Museum secured this outstanding exhibit from Frank Collicut of Crossfield, Alberta.

**CITROEN**

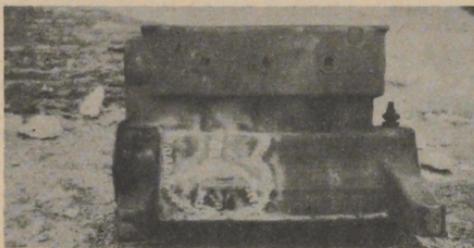
This Paris made Citroen half track is one of the five used by French millionaire Chas. Bedaux. He was a man of mystery and for some unexplained manner tried to take five of these machines from Edmonton to Telegraph Creek, Alaska over mountain wilderness that not even horses had travelled before. Due to the onset of winter the expedition turned back to Edmonton when almost within sight of its goal.

**CADILLAC
WITH PASSENGERS**

The Museum often claims, and correctly, that all of its exhibits are in operating order and the picture of the 1905 single cylinder Cadillac is one proof of that statement. It is shown here giving some old timers a ride at Pion-Era. This car did that same thing at Davidson in 1905 when many old timers enjoyed their first ride in this automobile. The original upholstery is still on the car except for the front seat cushions.

OUR SPECIALTY

is the restoring to original service and usefulness
99% of those "IMPOSSIBLES" usually thrown away



Above is a typical example, done by us many years ago. Loose connecting rod broke the Magneto bracket right out, several other pieces. Finished job was tight, sound, and everything lined up. We can do likewise for you.

The 4 point service we offer you:

- Welding, that positively "stands up" in use;
- Straightening, that "brings them back again";
- Machining, just about anything you ask for;
- Save you "big money," up to 3/4 - 4/5 the new part cost

Cylinder Heads and Blocks, the WORST of them; inside or outside cracks and breaks, or pieces missing; Baler Cranks, Gear Cases, bent, twisted parts; Threads, large or small; Splines; Gear Cogs (steel or cast iron). ALL those "Impossibles" the local shop cannot handle successfully, even where previous welding attempted.

And Now: A new, proven Supplementary Cooling Circuit for I.H. Diesels, that really cools those bad spots. Good enough that International has copied it!

SYMONS OILERS, known and appreciated all over Canada, since 1924.

CREAM SEPARATOR reconditioning; Discs, Spouts, Threads, Spindles, Rebalancing.

SEE US AT PION-ERA!

SEE THE GRIST MILL RUNNING

GET SOME GRIST!

Symons Metalworkers Limited

Since 1923

Ernie, Margaret, Partners and Staff

Rocanville, Saskatchewan

Phone 26 and 62

More Sayings of Poor Richard

He's a fool that makes his doctor his heir.
 He's gone, and forgot nothing but to say farewell to his creditors.
 Fools make feasts, and wise men eat them.
 The poor have little, beggars none: the rich too much, enough, not one.
 Eat to live, and not live to eat.
 He that lieth down with dogs, shall rise up with fleas.
 Men and melons are hard to know.
 The heart of the fool is in his mouth, but the mouth of the wise man is in his heart.
 The old man has given all to his son.
 O fool! to undress thy self before thou are going to bed.
 Better slip with foot than tongue.
 Hot things, sharp things, sweet things, cold things, all rot the teeth,
 And make them look like old thing.
 Take this remark from Richard, poor and lame,
 Whate'er's begun in anger, ends in shame.
 Don't think to hunt two hares with one dog.
 An egg today is better than a hen tomorrow.
 Onions can make ev'n heirs and widows weep.
 A learned blockhead is a greater blockhead than an ignorant one.
 Marry your son when you will, but your daughter when you can.
 Some are weather wise, some are otherwise,
 Three may keep a secret, if two of them are dead.
 He that pursues two hares at once, does not catch one and let t'other go.

THE SASKATCHEWAN CO-OPERATIVE AGRICULTURAL EXTENSION ORGANIZATION

This organization provides information and assistance to farmers improving their farm enterprises. The changing needs of Agriculture are featured in the programs planned by the Agricultural Extension Service. Emphasis is being given to:



Each Rural Municipality and Local Improvement District appoint an Agricultural Conservation and Improvement Committee to promote the programs of the Co-operative Extension Organization.

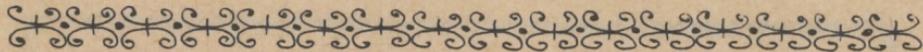
We solicit your active support of this organization.

SASKATCHEWAN

DEPARTMENT OF AGRICULTURE

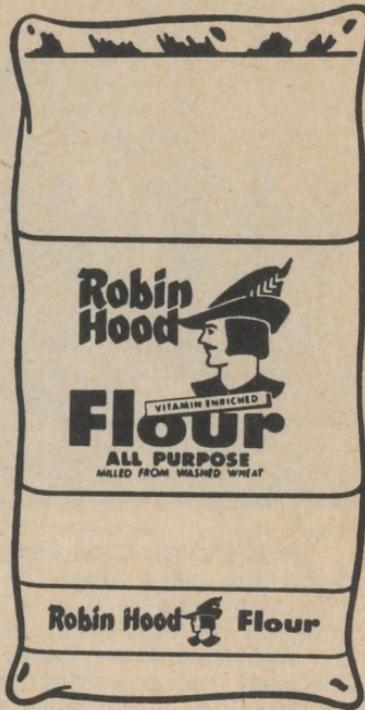
HON. I. C. NOLLET
Minister

W. H. HORNER
Deputy Minister



Now! PRE-SIFTED!

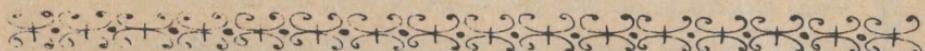
NO
SIFTING
EVER



Save time and work—
get wonderful results with

Robin Hood

“PRE-SIFTED FLOUR”



THE OLD THRESHING CREW



At the turn of the century steam was king in the harvest fields and right after the crop was cut the steamers and separators appeared in all their glory and the hopes of all hung on the outturn from the giant separators. Along with the machines there came from out of the blue the steam engineer, the separator man and a long haired individual, looking like a chimney sweep at his worst, the hardest worked man on the outfit, the steam tractor fireman.

It was his duty to set his alarm clock for 4 a.m. or earlier and with stable lantern in hand to tramp his way out on foot in the chilly darkness to where the outfit had been left overnight at quitting time. He would have taken the precaution of having a load of straw left back of his engine for firing and it was his ambition to be the first man to blow his whistle in the dark early dawn. Other nearby outfits would join in the chorus letting the whole countryside know that the Marshalls, the Gramsons or the Frew outfit was rarin' to go. At five a.m. the breakfast whistle would blow summoning the men to eat. These whistles sounding off in the eerie darkness like some strange denizens of the night were eagerly listened to by the whole countryside.

By six a.m. everyone was on the job and the first bundles would be rolling into the separator from loads left on overnight. By this time another important member of the crew had shown up—the tanky. It was his job to keep the engine supplied with water which he and his team hauled from sloughs often several miles away.

Supreme in the eyes of all was the engineer. He was the envy of all small boys as he drove his ponderous machine from farm to farm in a cloud of black smoke and white steam. It was his pride to make a "set" in record time as he lined up his engine to the separator for the threshing. With the entire crew looking on he held the spotlight as he swung into the belt.

The separator man too was king in his own domain. Standing on top of the separator, oil can in hand, he kept a watchful eye on the men pitching in the bundles and woe betide the careless teamster who did not feed the separator just so. At any infraction of the rules governing the feeding of bundles the air would turn blue as the separator man called down fire from heaven to drop the teamster dead in his tracks.

Others, too, played their part in the drama of the fields where a farmer's whole income hung on the grain tally on the high bagger. There were the grain hauling teams and, most important of all, the lady in the cook car or farmhouse who fed the hungry men who appeared to be "hollowed out clear down to the boot soles."

Like a tale that is told all have vanished from the scene leaving only memories in the hearts of the old timers who recall the thrilling, busy and colorful times when steam ruled the threshing fields.

WEATHER WISDOM

SUNSET COLORS:—A gray, lowering sunset, or one where the sky is green or yellowish green, indicates rain. A red sunrise with clouds lowering, also indicates rain.

HALO (SUN DOGS):—By halo we mean the large circle, or parts of circles, about the sun or moon. A halo occurring after fine weather indicates a storm.

CORONA:—By this term we mean the small colored circles frequently seen around the sun or moon. A corona growing smaller indicates rain; growing larger, fair weather.

RAINBOWS:—A morning rainbow is regarded as a sign of rain, an evening rainbow as fair weather.

SKY COLOR:—A deep blue color of the sky, even when seen through the clouds, indicates fair weather; a growing whiteness and an approaching storm.

FOG:—Fogs indicate settled weather. A morning fog usually breaks before noon.

VISIBILITY:—Unusual clearness of the atmosphere, unusual brightness or twinkling of stars, indicate rain.

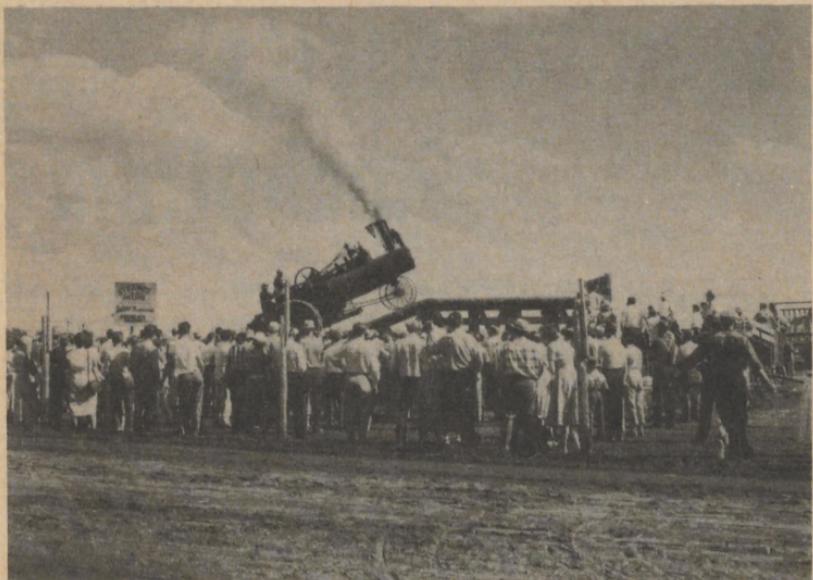
**Grandpa used to say:
"There'll come a day . . ."**



**MINNEAPOLIS
MOLINE
OF CANADA, LTD.**

"The Best in the Past—Present and Future"

**PIONEERS
of
PROGRESS**



This cumbersome-looking steamer is tempting the law of gravity by actually climbing an incline.



They used to call this operation "Running Away". It's a steamer pulling a 14 bottom plow.

Anniversaries and Symbolism

THE WEDDING ANNIVERSARY

Fifth Year	Wooden Wedding
Tenth Year	Tin Wedding
Fifteenth Year	Crystal Wedding
Twentieth Year	China Wedding
Twenty-fifth Year	Silver Wedding
Thirtieth Year	Pearl Wedding
Fortieth Year	Ruby Wedding
Fiftieth Year	Golden Wedding
Seventy-fifth Year	Diamond Wedding

Language of Flowers

Flower	Sentiment
Apple Blossom	Preference
Trailing Arbutus	Welcome
Calla Lilly	Feminine Beauty
Red Clover	Industry
Corn	Riches
Daffodil	Chivalry
Dahlia	Forever thine
White daisy	Innocence
Wild daisy	I will think of it
Forget-me-not	True love
Scarlet Fuschia	Taste
Apple Geranium	Present preference
Ivy Geranium	Your hand for the next dance
Rose Geranium	Preference
Golden Rod	Encouragement
Hawthorn	Hope
Honeysuckle	Bond of love
Horse-Chestnut	Luxury
Hyacinth	Jealousy
Mint	Virtue
Morning Glory	Coquetry
Oats	Music
Pansy	Think of me
Pink	Pure affection
Tea Rose	Always lovely
White Rose	I am worthy of you
Snowball	Winter
Tuberose	Dangerous pleasures
Violet, Blue	Love
Violet, White	Modesty

SYMBOLIC MEANING OF COLORS

WHITE—was the emblem of light, religious purity, innocence, faith, joy and life. In the judge, it indicates integrity, in the sick, humility, in the woman, chastity.

RED—the ruby, signifies fire, divine love, heat of creative power and royalty. White and red roses express love and wisdom. The red color of blood has its origin in the action of the heart, which corresponds to, or symbolizes love. In a bad sense red corresponds to the infernal love of evil, hatred, etc.

BLUE—or the sapphire, expresses heaven, the firmament, truth from a celestial origin, constancy and fidelity.

YELLOW OR GOLD—is the symbol of the sun, of the goodness of God, of marriage, or faithfulness. In a bad sense, yellow signifies inconstancy, jealousy and deceit.

GREEN—the emerald, is the color of spring, of hope, particularly of the hope of immortality and of victory, as the color of the laurel or the palm.

VIOLET—the amethyst, signifies love and truth or passion and suffering. Purple and scarlet signify good and true from a celestial origin.

BLACK—corresponds to despair, darkness, earthliness, mourning, negation, wickedness and death.

The word "news" was not, as many suppose, derived from the adjective new, but from the fact that many years ago it was customary to put at the head of the periodical publications of the day the initial letters of the compass, thus:

	N	
W		E
	S	

Signifying that the matter contained therein was from the four quarters of the globe. From the letters came the word "news".

Derivation of our Language — Over three-eighths of the words in the English language are derived from the Latin, over one-fourth from the French, about one-tenth from the Saxon, and a little less from the Greek.

It is impossible to count a trillion. Had Adam counted continuously from his creation to the present day, he would not have reached that number, for it would take him over 9,512 years. At the rate of 200 a minute, there could be counted 12,000 an hour, 288,000 a day, and 105,120,000 a year.

Our Ancestors' Illiteracy — Out of the twenty-six Barons who signed the Magna Charta, only three could write their names. The remainder made their mark.

NOTES OF INTEREST

BASE BALL RECORD FOR 1887—NATIONAL LEAGUE

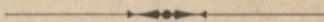
	Played	Won	Lost
Detroit	124	79	45
Philadelphia	123	75	48
Chicago	121	71	50
New York	124	68	55
Boston	121	61	60
Pittsburgh	125	55	70
Washington	122	46	76
Indianapolis	126	37	89

AMERICAN ASSOCIATION GAMES FOR 1887

	Played	Won	Lost
St. Louis	135	95	40
Cincinnati	133	80	53
Baltimore	134	76	58
Louisville	134	75	59
Athletic	133	63	70
Brooklyn	132	59	73
Metropolitan	132	43	89
Cleveland	130	40	90

WINNERS OF THE NATIONAL LEAGUE GAMES FOR
ELEVEN YEARS

	Won	Lost
1876 Chicago	52	14
1877 Boston	31	17
1878 Boston	41	19
1879 Providence	59	25
1880 Chicago	67	17
1881 Chicago	56	28
1882 Chicago	55	29
1883 Boston	63	35
1884 Providence	84	28
1885 Chicago	87	25
1886 Chicago	90	34
1887 Detroit	79	45



EXCESSIVE HEAT IN THE PAST:

In 1303 and 1304 the Rhine, Loire, and Seine ran dry. The heat in several French provinces during the summer of 1705 was equal to that of a glass furnace. Meat could be cooked by merely exposing it to the sun. Not a soul dare venture out between noon and 4 P.M. In 1718 many shops had to close. The theaters never opened their doors for three months. Not a drop of water fell during 6 months. In 1773 the thermometer rose to 118 degrees. In 1778 the heat of Bologna was so great that a great number of people were stifled. There was not sufficient air for the breath, and people had to take refuge under the ground. In July 1793, the heat again became intolerable. Vegetables were burned up, and fruit dried on the trees. The furniture and wood-work in dwelling-houses cracked and split up; meat went bad in an hour.

THE MAYFLOWER'S PASSENGERS

A true list of the male passengers who landed at Plymouth in the Mayflower:

Mr. Isaac Allerton,	Richard Gardiner,
John Alden,	John Howland,
John Allerton,	Mr. Stephen Hopkins,
Mr. William Bradford,	Edward Leister,
Mr. William Brewster,	Mr. Christopher Martin,
John Billington,	Mr. William Mullins,
Peter Brown,	Edmund Margeson,
Richard Britterage,	Degony Priest,
Mr. John Carver,	Thomas Rogers,
Francis Cook,	John Rigdale,
James Chilton,	Captain Miles Standish,
John Crackston,	George Soule,
Richard Clarke,	Edward Tilly,
Edward Dotey,	John Tilly,
Francis Eaton,	Thomas Tinker,
Thomas English,	John Turner,
Mr. Samuel Fuller,	Mr. Edward Winslow,
Edward Fuller,	Mr. William White,
Moses Fletcher,	Mr. Richard Warren,
John Goodman,	Thomas Williams
	Gilbert Winslow.

AND SERVANTS AS FOLLOWS:

Carter,	Langemore,	Sampson,
Coper,	Latham,	Story,
Ely,	Minter,	Thompson,
Holbeck,	More,	Trevore,
Hooke,	Prower,	Wilder.

HOW DEEP IN THE GROUND TO PLANT CORN

The following is the result of an experiment with Indian Corn. That which was planted at the depth of

7/8	inch, sprout appeared in	8	days
1	inch, sprout appeared in	8 1/2	days
1 1/2	inch, sprout appeared in	9 1/2	days
2	inch, sprout appeared in	10	days
2 1/2	inches, sprout appeared in	11 1/2	days
3	inches, sprout appeared in	12	days
3 1/2	inches, sprout appeared in	13	days
4	inches, sprout appeared in	13 1/2	days

The more shallow the seed was covered with earth, the more rapidly the sprout made its appearance, and the stronger afterwards was the stalk. The deeper the seed lay, the longer it remained before it came to the surface. Four inches was too deep for the maize, and also too deep for smaller kernels.

IN ANY ERA.....



IT'S THE
BEST
..IT'S FROM
BIRKS!

PT - 2



"I'm NOT looking for 'high pressure, or hot shot' salesmen" says Clem Roles, Pres., S-R.
"Our Comet welders, compressors, grinders, farm signs and accessories are the finest manufactured. I'm looking for busy, reliable farmers who can demonstrate our products locally, in their spare time, and earn worthwhile commissions. FREE FACTORY TRAINING. Fill in the coupon below and mail it to me today, and I'll send you all details."

180 amp. A.C.

(HEAVY DUTY) Ideal for farm, garage, and industry. Compact, fits in car trunk. Power factor corrected, 24 heat settings. Five year guarantee. Charge batteries.
300 amp. A.C. Power Line Welder

SMITH-ROLES LTD.

*Makers of the
"COMET"*

SASKATOON the World's finest

SASK.

Clem Roles, Pres.
Smith - Roles Ltd.

THE FASTEST LOCOMOTIVE EVER BUILT

The largest and fastest passenger engine ever built was by the Rhode Island Locomotive Works, for the New York, Providence and Boston Railroad Company. The Main driving wheels are six feet in diameter and set but seven feet six inches apart. This arrangement makes her run easily on curves. The cylinders are eighteen inches in diameter, with twenty-four-inch stroke. The boiler is fifty-four inches in diameter at the smoke-stack, with a wagon top. It extends to the very end of the cab, and necessitates the elevation of the engineer's seat to a height far above the fire door. The fire required three tons of coal before the engine pulled out of the round-house to make her trips, and four tons will be carried on the tender. The tank of the latter will hold 4,000 gallons of water, and the total weight of the engine proper is 93,000 to 95,000 pounds. The weight on the driving wheel will be 66,000 pounds or 4,800 more than the Connecticut.

She looks to be enormously high as she sets up well in the air, and her short smoke-stack adds to her apparent height. Everything about her is steel. There is not a particle of brass or bright work about her. She will make the run from Providence to Groton, Conn., a distance of 62.5 miles, including a dead stop at Mystic drawbridge, as required by the statutes of Connecticut, in just 62.5 minutes, pulling at the same time eight cars, four of which are Pullmans.

In Union is Strength



If farmers want to hold on to their farms and get "a fair share of the national income" they must act as a group. In a highly organized society the individual has little power in the market place. Support your own Union.

Saskatchewan Farmers Union

202 Avenue B North

Saskatoon, Sask.

If a wildcat gets into a farm yard it will often kill every head of poultry in the place through sheer love of slaughter. Wildcats, however, are very rare, even in the north.

A donkey cannot bray without lifting his tail at right angles to his body. A noisy donkey can always be quieted by making his tail fast to a weight on the ground when he is at rest.

Ferrets are among the few animals that can never be thoroughly trusted not to bite their owners, no matter how long they may have been kept. A really honest ferret is a great rarity.

When birds are unable to obtain plenty of chalk or limestone, their eggs when laid have very weak shells. Birds which nest in the southern countries, among the chalk pits, lay very hard eggs.

If eighty per cent. of the seeds that plants produce did not become useless from one cause or another, the whole country would be so choked with vegetation in a year that tilling the soil would be impossible.

The common viper has never been seen to bathe. It dislikes damp places, as a rule, and always frequents dry, sandy nooks in preference. The grass snake, on the other hand, is fond of swimming in hot weather.

Nearly every one has been puzzled by the peculiar color of trout when they lie head up-stream in clear water. Half the fish is often light and the rest almost black. This is really caused by the shadows from the bank. Catch the fish and you will find him an even color.

A young wife remonstrated with her husband, a dissipated spendthrift, on his conduct. "My love," said he, "I am like the prodigal son; I shall reform by-and-by." "And I, too, will be like the prodigal son," cried she. "I will arise and go to my father," and accordingly off she went.

THE LONGEST TUNNELS IN THE WORLD

The Mount of St. Gothard Tunnel, Italy, is 48,840 feet, or nearly ten miles long, and the longest in the world.

Mount Cenis Tunnel, Italy, is 39,840 feet, or nearly seven miles long.

Hoosac Tunnel, Mass., is 25,080 feet long, or about $4\frac{1}{2}$ miles.

The Nechoistongo Tunnel is 21,659 feet, or about four miles.

The Sutro Tunnel is 21,120 feet, or four miles long.

Thames and Medway, England, is 11,880 feet long, or about two miles.

Magic Table

There is a good deal of amusement in the following magical table of figures. It will enable you to tell how old the young ladies are. Just hand this table to a young lady, and request her to tell you in which column or columns her age is contained, and add together the figures at the top of the columns in which her age is found, and you will have the great secret. Thus, suppose her age to be 17, you will find the number in the first and fifth columns; add the first figures of these two columns.

Here is the magic table

1	2	4	8	16	32
3	3	5	9	17	33
5	6	6	10	18	34
7	7	7	11	19	35
9	10	12	12	20	36
11	11	13	13	21	37
13	14	14	14	22	38
15	15	15	15	23	39
17	18	20	24	24	40
19	19	21	25	25	41
21	22	22	26	26	42
23	23	23	27	27	43
25	26	28	28	28	44
27	27	29	29	29	45
29	30	30	30	30	46
31	31	31	31	31	47
33	34	36	40	48	48
35	35	37	41	49	49
37	38	38	42	50	50
39	39	39	43	51	51
41	42	44	44	52	52
43	43	45	45	53	53
45	46	46	46	51	54
47	47	47	47	55	55
49	50	52	56	56	56
51	51	53	57	57	57
53	54	54	58	58	58
55	55	55	59	59	59
57	58	60	60	60	60
59	59	61	61	61	61
61	62	62	62	62	62
63	63	63	63	63	63

Monkeys warm with envious spite,
Their most obliging friends will bite:
And fond to copy human ways,
Practise new mischiefs all their days.

One good Husband is worth two good Wives; for the scarcer things are the more they're valued.

To err is human, to repent divine; to persist, devilish.

Best Wishes from

**SASKATOON'S PIONEER
BROADCASTING STATION**

C F Q C

600 on your dial

"listening with a smile"

Best Wishes for Another Successful Show!

SASKATOON LIVESTOCK EXCHANGE



WHEN AT PION-ERA

you are invited to visit your

PUBLIC LIVESTOCK MARKET

SASKATOON PUBLIC STOCKYARDS

11th Street West, Saskatoon

Notes of Interest

CLOUDS:—In observing clouds, we observe their kinds, motions and outlines. The clouds frequently called "mares tails" we term Cirri. They are marked by their light texture, fibrous and sundered as in the "mares tail", or interlacing as in the far-spreading white cloud which produces the halo. Small regularly formed groups of these clouds are frequently seen in fair and settled weather. The Cirri are also the clouds on the forepart of the storm. In this case, they are usually more abundant, their outline is very ragged, and they generally blend into a white far-reaching cloud-bank. The cloud well known as "cotton bales" or "thunder heads," we term cumulus. When they appear during the heat of the day and pass away in the evening, continued fair weather may be expected. When they increase with rapidity, sink into the lower part of the atmosphere, and remain as the evening approaches, rain is at hand. If loose patches appear thrown out from their surfaces, showers may be expected. The clouds usually seen after night fall, lying in one horizontal plane, and not of great extent, are attendant on fine weather. Small, black, inky clouds and dark scud indicate rain.

BAROMETER:—In using the barometer, we should notice whether it be greatly above or below the height and the rapidity of its rise and fall. If it be higher and steady, continued fair, though not cloudless weather may be expected. If it be lower and falling, rain or at least damp, cloudy weather, is at hand. A rapid rise or fall (greater than 0.01 inch per hour) indicates continued unsettled weather and much wind.

FROST:—The first frost and last frost are usually preceded by a temperature very much above the mean.

CHOICE SELECTIONS FOR AUTOGRAPH ALBUMS

In leisure moments cast a look
Upon the pages of this book:
When absent friends thy
thoughts engage,
Think of the one who fills this
page.

For forth, thou little volume,
I leave thee to thy fate:
To love and friendship truly
Thy leaves I dedicate.

Go, little book, thy destined
course pursue,
Collect memorials of the just
and true,
And beg of every friend so near
Some token of remembrance dear.

I can but add one little pearl
To all the gems about thee
scattered:
And say again, sweet, artless
girl,
That all the poets have not flat-
tered.

In this fair garden plants shall
grow,
And in their freshness bud and
blow—
Plants to which love has beauty
lent,
And blossoms sweet of senti-
ment.

Pioneer of the Year Contest

It was in 1958 that the executive of the Western Development Museum and Pion-era started what is now known as the Pioneer of the Year contest. What better way could pioneers receive well deserved recognition than by local organizations sponsoring old timers in their districts for the purpose of bringing forward those who helped to build up their communities and Saskatchewan as well.

PIONEER OF THE YEAR—

- 1958 . . . Mrs. L. M. Bowerman, Runciman
- 1959 . . . James F. Kearns, Ethelton
- 1960 . . . Robert W. Wall, Codette
- 1961 . . . Mrs. M. Pearse, Leacross

The Pioneer of the Year award is made the first day of the show. All contestants, as they come in from all over the province and are presented to the packed grandstand, are the guests of Pion-era.

Almanack

To obtain additional copies of the Almanack, kindly forward this coupon and fifty cents (50c) for each copy required to:

WESTERN DEVELOPMENT MUSEUM
1839 - 11th Street West
Saskatoon, Saskatchewan

Name.....

Address.....

City.....

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Saskatchewan

Canada's Province of Variety
Has More Than Prairie Land Growing Wheat



Under the Wheatlands nature has deposited a host of resources, such as oil and gas, coal, potash and other industrial minerals.

Stretching across the north-central regions of the province are the park land areas with their mixed farming regions merging with the commercial forest areas.

The northern half of the province is marked by the intrusion of the Canadian Shield which covers one-third of the total area of the province with a mineral formation similar to that of the mining areas of Ontario and Quebec.

For the tourist Saskatchewan offers a wide variety of interesting things to do and see. Bird and game hunting with gun or camera, fishing, historic sights and phenomena of nature. Its many parks and lakes throughout the province provide a vacation choice as varied as human interests.

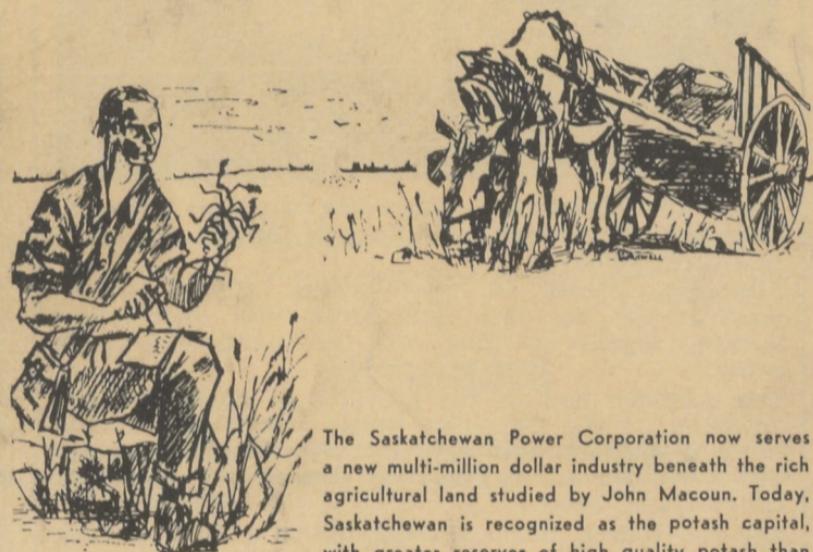
We invite you to "SEE SASKATCHEWAN."

SASKATCHEWAN TOURIST ASSOCIATION
PROVINCIAL OFFICE PRINCE ALBERT, SASK.

Pioneers of Progress

—JOHN MACOUN
Helped Change a
Railroad's Route

John Macoun came west in 1872 with the Fleming expedition surveying a transcontinental railroad route through central Saskatchewan. For ten years he studied the flora and fauna, particularly in the southern regions of the province. He wrote enthusiastic reports of the boundless possibilities for agricultural development. So factual and convincing, so completely different to previous pessimistic reports, Macoun played a large part in the decision to change the route of Canada's first transcontinental railroad from central to southern Saskatchewan. Today, the land Macoun recognized as rich in agricultural production shows new promise as the minerals beneath the soil add a new dimension to the Saskatchewan economy.



Drawing by B. Bothwell
A Saskatchewan Artist.
©SPC

The Saskatchewan Power Corporation now serves a new multi-million dollar industry beneath the rich agricultural land studied by John Macoun. Today, Saskatchewan is recognized as the potash capital, with greater reserves of high quality potash than anywhere in the world. As the Saskatchewan Power Corporation has been ready to serve this new industry—so is it prepared to serve other new industries establishing in Saskatchewan. As a modern Pioneer of Progress in its own field, the Saskatchewan Power Corporation is preparing for tomorrow's expanding power requirements with two hydro generating stations under construction and others envisioned for the future on the mighty Saskatchewan River system.

Head Office
Regina

SASKATCHEWAN POWER CORPORATION

